



This is a digital copy of a book that was preserved for generations on library shelves before it was carefully scanned by Google as part of a project to make the world's books discoverable online.

It has survived long enough for the copyright to expire and the book to enter the public domain. A public domain book is one that was never subject to copyright or whose legal copyright term has expired. Whether a book is in the public domain may vary country to country. Public domain books are our gateways to the past, representing a wealth of history, culture and knowledge that's often difficult to discover.

Marks, notations and other marginalia present in the original volume will appear in this file - a reminder of this book's long journey from the publisher to a library and finally to you.

### Usage guidelines

Google is proud to partner with libraries to digitize public domain materials and make them widely accessible. Public domain books belong to the public and we are merely their custodians. Nevertheless, this work is expensive, so in order to keep providing this resource, we have taken steps to prevent abuse by commercial parties, including placing technical restrictions on automated querying.

We also ask that you:

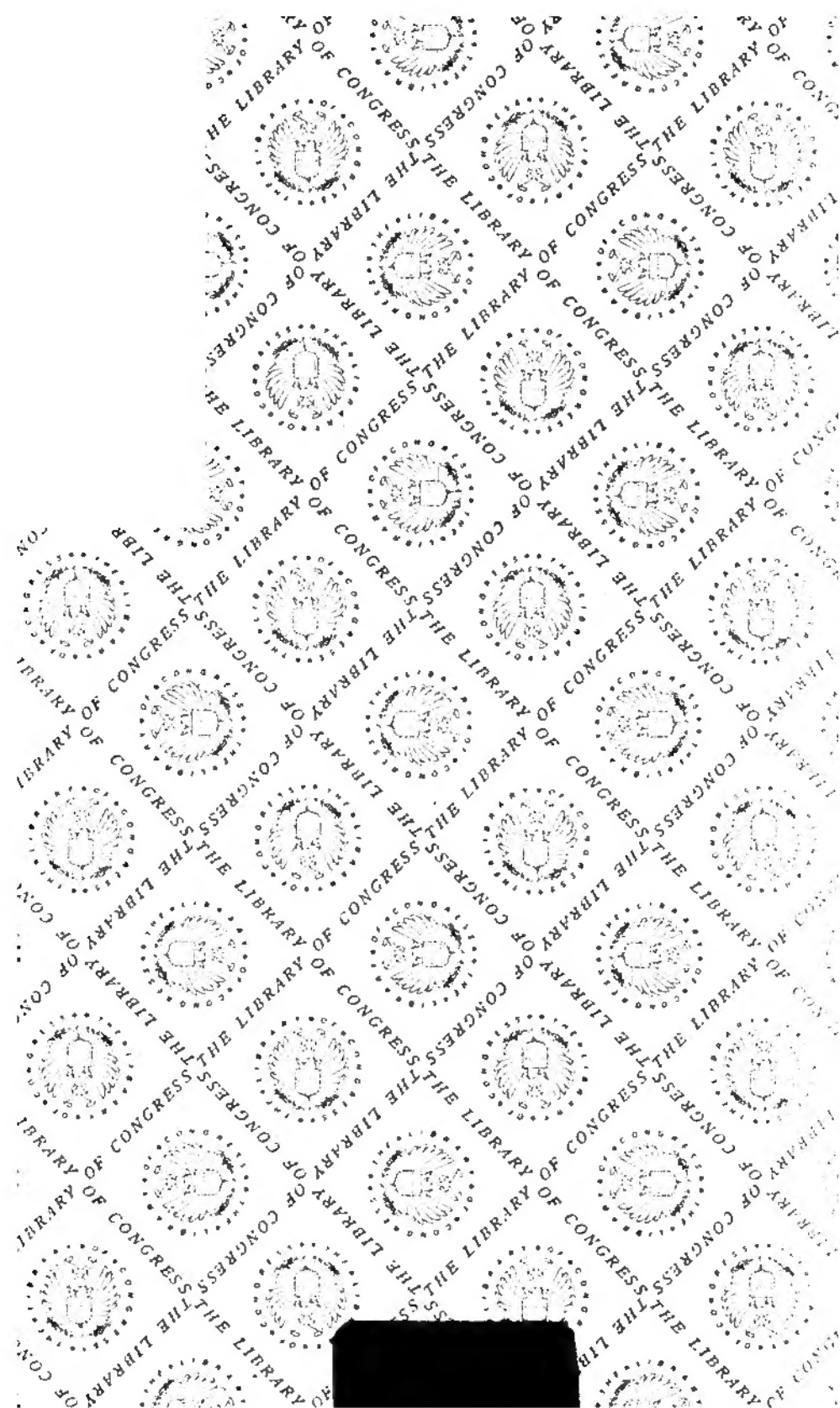
- + *Make non-commercial use of the files* We designed Google Book Search for use by individuals, and we request that you use these files for personal, non-commercial purposes.
- + *Refrain from automated querying* Do not send automated queries of any sort to Google's system: If you are conducting research on machine translation, optical character recognition or other areas where access to a large amount of text is helpful, please contact us. We encourage the use of public domain materials for these purposes and may be able to help.
- + *Maintain attribution* The Google "watermark" you see on each file is essential for informing people about this project and helping them find additional materials through Google Book Search. Please do not remove it.
- + *Keep it legal* Whatever your use, remember that you are responsible for ensuring that what you are doing is legal. Do not assume that just because we believe a book is in the public domain for users in the United States, that the work is also in the public domain for users in other countries. Whether a book is still in copyright varies from country to country, and we can't offer guidance on whether any specific use of any specific book is allowed. Please do not assume that a book's appearance in Google Book Search means it can be used in any manner anywhere in the world. Copyright infringement liability can be quite severe.

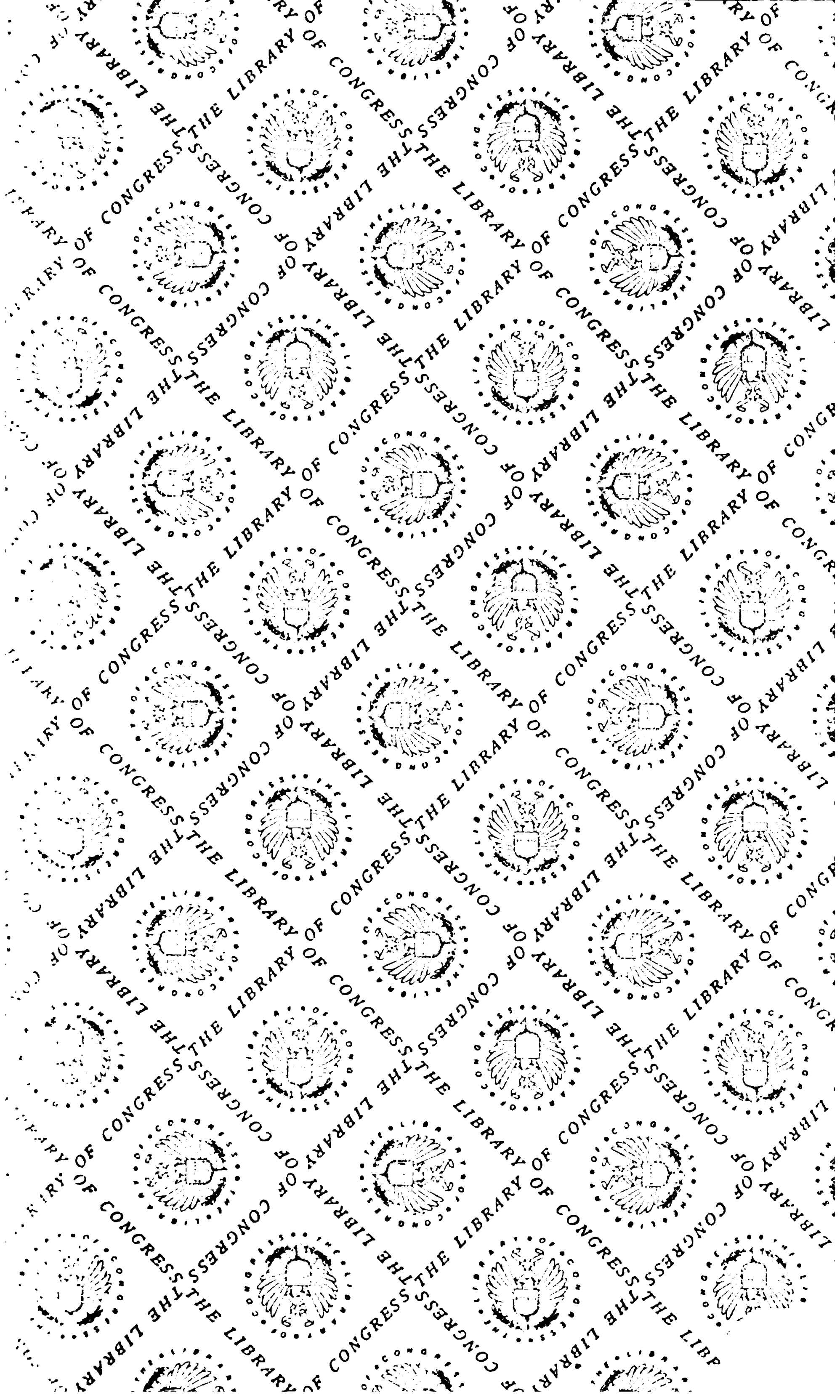
### About Google Book Search

Google's mission is to organize the world's information and to make it universally accessible and useful. Google Book Search helps readers discover the world's books while helping authors and publishers reach new audiences. You can search through the full text of this book on the web at <http://books.google.com/>















2

# **“TITANIC” DISASTER**

---

## **HEARING**

BEFORE A

## **SUBCOMMITTEE OF THE COMMITTEE ON COMMERCE UNITED STATES SENATE**

449  
958

SIXTY-SECOND CONGRESS

SECOND SESSION

PURSUANT TO

### **S. RES. 283**

**DIRECTING THE COMMITTEE ON COMMERCE TO INVESTIGATE THE CAUSES LEADING TO THE WRECK OF THE WHITE STAR LINER “TITANIC”**

---

## **PART I**

---

**Printed for the use of the Committee on Commerce**

---

**SUBCOMMITTEE OF THE COMMITTEE ON COMMERCE,  
UNITED STATES SENATE.**

**WILLIAM ALDEN SMITH, Michigan, *Chairman*.**

**GEORGE C. PERKINS, California.**

**JONATHAN BOURNE, Jr., Oregon.**

**THEODORE E. BURTON, Ohio.**

**F. M. SIMMONS, North Carolina.**

**FRANCIS G. NEWLANDS, Nevada.**

**DUNCAN U. FLETCHER, Florida.**

**W. M. MCKINSTRY, *Clerk*.**

**II**

**U OF A  
MAY 17 1917**



1000 2/12

~~VH 255~~  
~~T5~~  
~~V12~~

## LIST OF WITNESSES.

---

	Page.
Cottam, Harold Thomas.....	95
Crawford, Alfred.....	111
Ismay, J. Bruce.....	2
Lightoller, Charles Herbert.....	46
Marconi, Guglielmo.....	37
Rostron, Capt. Arthur Henry.....	18



# **“TITANIC” DISASTER.**

---

**FRIDAY, APRIL 19, 1912.**

**SUBCOMMITTEE OF THE COMMITTEE ON COMMERCE,  
UNITED STATES SENATE,  
New York, N. Y.**

The subcommittee met at 10.30 o'clock a. m.

Present: Senator William Alden Smith, chairman, and Senator Francis G. Newlands.

Present also: Mr. George Uhler, Supervising Inspector General, Steamboat-Inspection Service, Department of Commerce and Labor; Mr. J. Bruce Ismay, general manager of the International Mercantile Marine Co.; Charles C. Burlingham, Esq., and J. Parker Kirlin, Esq., representing the White Star Line; Emerson E. Parvin, Esq., secretary International Mercantile Marine Co.; Guglielmo Marconi, president of the Marconi Wireless Telegraph Co.; Hon. John W. Griggs, representing the Marconi Wireless Telegraph Co., and others.

Senator SMITH. For the purpose of executing the command and direction of the Senate of the United States, the inquiry which we contemplate will now begin. The resolution is as follows:

**IN THE SENATE OF THE UNITED STATES,  
April 17, 1912.**

*Resolved*, That the Committee on Commerce, or a subcommittee thereof, is hereby authorized and directed to investigate the causes leading to the wreck of the White Star liner *Titanic*, with its attendant loss of life so shocking to the civilized world.

*Resolved further*, That said committee or a subcommittee thereof is hereby empowered to summon witnesses, send for persons and papers, to administer oaths, and to take such testimony as may be necessary to determine the responsibility therefor, with a view to such legislation as may be necessary to prevent, as far as possible, any repetition of such a disaster.

*Resolved further*, That the committee shall inquire particularly into the number of life boats, life rafts, and life preservers, and other equipment for the protection of the passengers and crew; the number of persons aboard the *Titanic*, whether passenger or crew, and whether adequate inspections were made of such vessel, in view of the large number of American passengers traveling over a route commonly regarded as dangerous from icebergs; and whether it is feasible for Congress to take steps looking to an international agreement to secure the protection of sea traffic, including regulation of the size of ships and designation of routes.

*Resolved further*, That in the report of said committee it shall recommend such legislation as it shall deem expedient; and the expenses incurred by this investigation shall be paid from the contingent fund of the Senate upon vouchers to be approved by the chairman of said committee.

Attest:

CHARLES G. BENNETT, *Secretary*.  
By H. M. ROSE, *Assistant Secretary*.

I will ask Mr. J. Bruce Ismay to come forward and take the stand

## TESTIMONY OF MR. J. BRUCE ISMAY.

Mr. J. Bruce Ismay, being duly sworn by the chairman, testified as follows:

Senator SMITH. Mr. Ismay, for the purpose of simplifying this hearing, I will ask you a few preliminary questions.

First state your full name, please.

Mr. ISMAY. Joseph Bruce Ismay.

Senator SMITH. And your place of residence?

Mr. ISMAY. Liverpool.

Senator SMITH. And your age?

Mr. ISMAY. I shall be 50 on the 12th of December.

Senator SMITH. And your occupation?

Mr. ISMAY. Ship owner.

Senator SMITH. Are you an officer of the White Star Line?

Mr. ISMAY. I am.

Senator SMITH. In what capacity?

Mr. ISMAY. Managing director.

Senator SMITH. As such officer were you officially designated to make the trial trip of the *Titanic*?

Mr. ISMAY. No.

Senator SMITH. Were you a voluntary passenger?

Mr. ISMAY. A voluntary passenger; yes.

Senator SMITH. Where did you board the ship?

Mr. ISMAY. At Southampton.

Senator SMITH. At what time?

Mr. ISMAY. I think it was at 9.30 in the morning.

Senator SMITH. Of what day?

Mr. ISMAY. The 10th of April.

Senator SMITH. The port of destination was New York?

Mr. ISMAY. New York.

Senator SMITH. Will you kindly tell the committee the circumstances surrounding your voyage, and, as succinctly as possible, beginning with your going aboard the vessel at Liverpool, your place on the ship on the voyage, together with any circumstances you feel would be helpful to us in this inquiry?

Mr. ISMAY. In the first place, I would like to express my sincere grief at this deplorable catastrophe.

I understand that you gentlemen have been appointed as a committee of the Senate to inquire into the circumstances. So far as we are concerned, we welcome it. We court the fullest inquiry. We have nothing to conceal; nothing to hide. The ship was built in Belfast. She was the latest thing in the art of shipbuilding; absolutely no money was spared in her construction. She was not built by contract. She was simply built on a commission.

She left Belfast, as far as I remember—I am not absolutely clear about these dates—I think it was on the 1st of April.

She underwent her trials, which were entirely satisfactory. She then proceeded to Southampton, arriving there on Wednesday.

Senator SMITH. Will you describe the trials she went through?

Mr. ISMAY. I was not present.

She arrived at Southampton on Wednesday, the 3d, I think, and sailed on Wednesday, the 10th. She left Southampton at 12 o'clock.

She arrived in Cherbourg that evening, having run over at 68 revolutions.

We left Cherbourg and proceeded to Queenstown. We arrived there, I think, about midday on Thursday.

We ran from Cherbourg to Queenstown at 70 revolutions.

After embarking the mails and passengers, we proceeded at 70 revolutions. I am not absolutely clear what the first day's run was, whether it was 464 miles or 484 miles.

The second day the number of revolutions was increased. I think the number of revolutions on the second day was about 72. I think we ran on the second day 519 miles.

The third day the revolutions were increased to 75, and I think we ran 546 or 549 miles.

The weather during this time was absolutely fine, with the exception, I think, of about 10 minutes' fog one evening.

The accident took place on Sunday night. What the exact time was I do not know. I was in bed myself, asleep, when the accident happened.

The ship sank, I am told, at 2.20.

That, sir, I think is all I can tell you.

I understand it has been stated that the ship was going at full speed. The ship never had been at full speed. The full speed of the ship is 78 revolutions. She works up to 80. So far as I am aware, she never exceeded 75 revolutions. She had not all her boilers on. None of the single-ended boilers were on.

It was our intention, if we had fine weather on Monday afternoon or Tuesday, to drive the ship at full speed. That, owing to the unfortunate catastrophe, never eventuated.

Senator SMITH. Will you describe what you did after the impact or collision?

Mr. ISMAY. I presume the impact awakened me. I lay in bed for a moment or two afterwards, not realizing, probably, what had happened. Eventually I got up and walked along the passageway and met one of the stewards, and said, "What has happened?" He said, "I do not know, sir."

I then went back into my room, put my coat on, and went up on the bridge, where I found Capt. Smith. I asked him what had happened, and he said, "We have struck ice." I said, "Do you think the ship is seriously damaged?" He said, "I am afraid she is."

I then went down below, I think it was, where I met Mr. Bell, the chief engineer, who was in the main companionway. I asked if he thought the ship was seriously damaged, and he said he thought she was, but was quite satisfied the pumps would keep her afloat.

I think I went back onto the bridge. I heard the order given to get the boats out. I walked along to the starboard side of the ship, where I met one of the officers. I told him to get the boats out—

Senator SMITH. What officer?

Mr. ISMAY. That I could not remember, sir.

I assisted, as best I could, getting the boats out and putting the women and children into the boats.

I stood upon that deck practically until I left the ship in the starboard collapsible boat, which is the last boat to leave the ship, so far as I know. More than that I do not know.

Senator SMITH. Did the captain remain on the bridge?

Mr. ISMAY. That I could not tell you, sir.

Senator SMITH. Did you leave him on the bridge?

Mr. ISMAY. Yes, sir.

Senator SMITH. His first statement to you was that he felt she was seriously damaged?

Mr. ISMAY. Yes, sir.

Senator SMITH. And the next statement of the chief engineer was what?

Mr. ISMAY. To the same effect.

Senator SMITH. To the same effect?

Mr. ISMAY. Yes.

Senator SMITH. But that he hoped the pumps might keep her afloat?

Mr. ISMAY. Yes.

Senator SMITH. Did you have any talk with any officer other than the captain or the chief engineer and the steward that you met?

Mr. ISMAY. Not that I remember.

Senator SMITH. Did the officers seem to know the serious character of this collision?

Mr. ISMAY. That I could not tell, sir, because I had no conversation with them.

Senator SMITH. Did any officer say to you that it evidently was not serious?

Mr. ISMAY. No, sir.

Senator SMITH. All the officers with whom you talked expressed the same fear, saying that it was serious?

Mr. ISMAY. I did not speak to any of them, sir.

Senator SMITH. Except the captain?

Mr. ISMAY. Except the captain and the chief engineer. I have already stated that I had spoken to them; but to no other officer that I remember.

Senator SMITH. You went to the bridge immediately after you had returned to your room?

Mr. ISMAY. After I had put on my coat I went up to the bridge.

Senator SMITH. And you found the captain there?

Mr. ISMAY. The captain was there.

Senator SMITH. In what part of the ship were your quarters?

Mr. ISMAY. My quarters were on B deck, just aft of the main companionway.

Senator SMITH. I wish you would describe just where that was.

Mr. ISMAY. The sun deck is the upper deck of all. Then we have what we call the A deck, which is the next deck, and then the B deck.

Mr. UHLER. The second passenger deck?

Mr. ISMAY. We carry very few passengers on the A deck. I think we have a diagram here that will show you these decks. Here it is, and there is the room I was occupying [indicating on diagram].

Senator SMITH. What is the number of that room?

Mr. ISMAY. B-52 is the room I had.

Senator SMITH. You had the suite?

Mr. ISMAY. I had the suite; I was sleeping in that room [indicating on diagram], as a matter of fact.

Senator SMITH. Do you know whether there were any passengers on that deck?

Mr. ISMAY. I have no idea, sir.

Senator SMITH. You say that the trip was a voluntary trip on your part?

Mr. ISMAY. Absolutely.

Senator SMITH. For the purpose of viewing this ship in action, or did you have some business in New York?

Mr. ISMAY. I had no business to bring me to New York at all. I simply came in the natural course of events, as one is apt to, in the case of a new ship, to see how she works, and with the idea of seeing how we could improve on her for the next ship which we are building.

Senator SMITH. Were there any other executive officers of the company aboard?

Mr. ISMAY. None.

Senator SMITH. Was the inspector or builder on board?

Mr. ISMAY. There was a representative of the builders on board.

Senator SMITH. Who was he?

Mr. ISMAY. Mr. Thomas Andrews.

Senator SMITH. In what capacity was he?

Mr. ISMAY. I do not quite follow you.

Senator SMITH. What was the occasion for his coming to make this trial trip?

Mr. ISMAY. As a representative of the builders, to see that everything was working satisfactorily, and also to see how he could improve the next ship.

Senator SMITH. Was he a man of large experience?

Mr. ISMAY. Yes.

Senator SMITH. Had he had part in the construction of this ship himself?

Mr. ISMAY. Yes.

Senator SMITH. Was he among the survivors?

Mr. ISMAY. Unfortunately, no.

Senator SMITH. How old a man was he?

Mr. ISMAY. It is difficult to judge a man's age, as you know, but I should think he was perhaps 42 or 43 years of age. He may have been less. I really could not say.

Senator SMITH. Then, you were the only executive officer aboard representing your company, aside from the ship's customary complement of officers?

Mr. ISMAY. Yes, sir.

Senator SMITH. Did you have occasion to consult with the captain about the movement of the ship?

Mr. ISMAY. Never.

Senator SMITH. Did he consult you about it?

Mr. ISMAY. Never. Perhaps I am wrong in saying that. I should like to say this: I do not know that it was quite a matter of consulting him about it, or of his consulting me about it, but what we had arranged to do was that we would not attempt to arrive in New York at the lightship before 5 o'clock on Wednesday morning.

Senator SMITH. That was the understanding?

Mr. ISMAY. Yes. But that was arranged before we left Queens-town.

Senator SMITH. Was it supposed that you could reach New York at that time without putting the ship to its full running capacity?



Mr. ISMAY. Oh, yes, sir. There was nothing to be gained by arriving at New York any earlier than that.

Senator SMITH. You spoke of the revolutions on the early part of the voyage.

Mr. ISMAY. Yes, sir.

Senator SMITH. Those were increased as the distance was increased?

Mr. ISMAY. The *Titanic* being a new ship, we were gradually working her up. When you bring out a new ship you naturally do not start her running at full speed until you get everything working smoothly and satisfactorily down below.

Senator SMITH. Did I understand you to say that she exceeded 70 revolutions?

Mr. ISMAY. Yes, sir; she was going 75 revolutions on Tuesday.

Senator SMITH. On Tuesday?

Mr. ISMAY. No; I am wrong—on Saturday. I am mixed up as to the days.

Senator SMITH. The day before the accident?

Mr. ISMAY. The day before the accident. That, of course, is nothing near her full speed.

Senator SMITH. During the voyage, do you know, of your own knowledge, of your proximity to icebergs?

Mr. ISMAY. Did I know that we were near icebergs?

Senator SMITH. Yes.

Mr. ISMAY. No, sir; I did not. I know ice had been reported.

Senator SMITH. Ice had been reported?

Mr. ISMAY. Yes.

Senator SMITH. Did you personally see any icebergs, or any large volume of ice?

Mr. ISMAY. No; not until after accident.

Senator SMITH. Not until after the wreck?

Mr. ISMAY. I had never seen an iceberg in my life before.

Senator SMITH. You never saw one before.

Mr. ISMAY. No, sir.

Senator SMITH. Had you ever been on this so-called northern route before?

Mr. ISMAY. We were on the southern route, sir.

Senator SMITH. On this Newfoundland route?

Mr. ISMAY. We were on the long southern route; not on the northern route.

Senator SMITH. You were not on the extreme northern route?

Mr. ISMAY. We were on the extreme southern route for the west-bound ships.

Senator SMITH. What was the longitude and latitude of this ship? Do you know?

Mr. ISMAY. That I could not tell you; I am not a sailor.

Senator SMITH. Were you cognizant of your proximity to icebergs at all on Saturday?

Mr. ISMAY. On Saturday? No, sir.

Senator SMITH. Do you know anything about a wireless message from the *America* to the *Titanic*—

Mr. ISMAY. No, sir.

Senator SMITH. Saying that the *America* had encountered ice in that latitude?

Mr. ISMAY. No, sir.

Senator SMITH. Were you aware of the proximity of icebergs on Sunday?

Mr. ISMAY. On Sunday? No; I did not know on Sunday. I knew that we would be in the ice region that night sometime.

Senator SMITH. That you would be, or were?

Mr. ISMAY. That we would be in the ice region on Sunday night.

Senator SMITH. Did you have any consultation with the captain regarding the matter?

Mr. ISMAY. Absolutely none.

Senator SMITH. Or with any other officer of the ship?

Mr. ISMAY. With no officer at all, sir. It was absolutely out of my province. I am not a navigator. I was simply a passenger on board the ship.

Senator SMITH. Do you know anything about the working of the wireless service on this ship?

Mr. ISMAY. In what way? We had wireless on the ship.

Senator SMITH. Had you taken any unusual precaution to have a reserve power for this wireless?

Mr. ISMAY. I believe there was, but I have no knowledge of that myself.

Senator SMITH. Do you know how long the wireless continued to operate after the blow or collision?

Mr. ISMAY. No, sir; I do not.

Senator SMITH. Did you, at any time, see the operator of the wireless?

Mr. ISMAY. I did not.

Senator SMITH. Did you attempt to send any messages yourself?

Mr. ISMAY. I did not.

Senator SMITH. Were you outside on the deck, or on any deck, when the order was given to lower the lifeboats?

Mr. ISMAY. I heard Capt. Smith give the order when I was on the bridge.

Senator SMITH. You heard the captain give the order?

Mr. ISMAY. Yes, sir.

Senator SMITH. Will you tell us what he said.

Mr. ISMAY. It is very difficult for me to remember exactly what was said, sir.

Senator SMITH. As nearly as you can.

Mr. ISMAY. I know I heard him give the order to lower the boats. I think that is all he said. I think he simply turned around and gave the order.

Senator SMITH. Was there anything else said, as to how they should be manned or occupied?

Mr. ISMAY. No, sir; not that I heard. As soon as I heard him give the order to lower the boats, I left the bridge.

Senator SMITH. You left the bridge?

Mr. ISMAY. Yes.

Senator SMITH. Did you see any of the boats lowered?

Mr. ISMAY. Yes, sir.

Senator SMITH. How many?

Mr. ISMAY. Certainly three.

Senator SMITH. Will you tell us, if you can, how they were lowered?

Mr. ISMAY. They were swung out, people were put into the boats from the deck, and then they were simply lowered away down to the water.

Senator SMITH. Were these lifeboats on the various decks?

Mr. ISMAY. They were all on one deck.

Senator SMITH. On what deck?

Mr. ISMAY. On the sun deck; the deck above this [indicating on diagram]. I do not think it is shown on this plan.

Senator SMITH. That is, the second deck above yours?

Mr. ISMAY. On this deck here, on the big plan [indicating].

Senator SMITH. On the sun deck?

Mr. ISMAY. Yes; on what we call the sun deck or the boat deck.

Senator SMITH. They were on the boat deck, which would be the upper deck of all?

Mr. ISMAY. The upper deck of all, yes.

Senator SMITH. Was there any order or supervision exercised by the officers of the ship in loading these lifeboats?

Mr. ISMAY. Yes, sir.

Senator SMITH. I wish you would tell just what that was.

Mr. ISMAY. That I could not say. I could only speak from what I saw for myself.

Senator SMITH. That is all I wish you to do.

Mr. ISMAY. The boats that were lowered where I was were in charge of the officer and were filled and lowered away.

Senator SMITH. They first put men into the boats for the purpose of controlling them?

Mr. ISMAY. We put in some of the ship's people.

Senator SMITH. Some of the ship's people?

Mr. ISMAY. Yes.

Senator SMITH. How many?

Mr. ISMAY. That I could not say.

Senator SMITH. About how many?

Mr. ISMAY. I could not say.

Senator SMITH. About three or four?

Mr. ISMAY. The officer who was there will be able to give you that information, sir. My own statement would be simply guesswork. His statement would be reliable.

Senator SMITH. In the boat in which you left the ship how many men were on board?

Mr. ISMAY. Four.

Senator SMITH. Besides yourself?

Mr. ISMAY. I thought you meant the crew.

Senator SMITH. I did mean the crew.

Mr. ISMAY. There were four of the crew.

Senator SMITH. What position did these men occupy?

Mr. ISMAY. I do not know, sir.

Senator SMITH. Were any of them officers?

Mr. ISMAY. No.

Senator SMITH. Or seamen?

Mr. ISMAY. I believe one was a quartermaster.

Senator SMITH. One was a quartermaster?

Mr. ISMAY. I believe so, but I do not know.

Senator SMITH. You saw three of the boats lowered yourself?

Mr. ISMAY. Yes.

Senator SMITH. And three of them loaded?

Mr. ISMAY. Yes.

Senator SMITH. As they were loaded, was any order given as to how they should be loaded?

Mr. ISMAY. No.

Senator SMITH. How did it happen that the women were first put aboard these lifeboats?

Mr. ISMAY. The natural order would be women and children first.

Senator SMITH. Was that the order?

Mr. ISMAY. Oh, yes.

Senator SMITH. That was followed?

Mr. ISMAY. As far as practicable.

Senator SMITH. So far as you observed?

Mr. ISMAY. So far as I observed.

Senator SMITH. And were all the women and children accommodated in these lifeboats?

Mr. ISMAY. I could not tell you, sir.

Senator SMITH. How many passengers were in the lifeboat in which you left the ship?

Mr. ISMAY. I should think about 45.

Senator SMITH. Forty-five?

Mr. ISMAY. That is my recollection.

Senator SMITH. Was that its full capacity?

Mr. ISMAY. Practically.

Senator SMITH. How about the other two boats?

Mr. ISMAY. The other three, I should think, were fairly loaded up.

Senator SMITH. The three besides the one you were in?

Mr. ISMAY. Yes.

Senator SMITH. They were fairly well filled?

Mr. ISMAY. Yes.

Senator SMITH. Was there any struggle or jostling?

Mr. ISMAY. I saw none.

Senator SMITH. Or any attempts by men to get into the boats?

Mr. ISMAY. I saw none.

Senator SMITH. Were these women passengers designated as they went into the lifeboat?

Mr. ISMAY. No, sir.

Senator SMITH. Those that were nearest the lifeboat were taken in?

Mr. ISMAY. We simply picked the women out and put them in the boat as fast as we could.

Senator SMITH. You picked them from among the throng?

Mr. ISMAY. We took the first ones that were there and put them in the lifeboats. I was there myself and put a lot in.

Senator SMITH. You helped put some of them in yourself?

Mr. ISMAY. I put a great many in.

Senator SMITH. Were children shown the same consideration as the women?

Mr. ISMAY. Absolutely.

Senator SMITH. Did you see any lifeboat without its complement of oarsmen?

Mr. ISMAY. I did not.

Senator SMITH. Did you see the first lifeboat lowered?

Mr. ISMAY. That I could not answer, sir. I saw the first lifeboat lowered on the starboard side. What was going on on the port side I have no knowledge of.

Senator SMITH. It has been intimated, Mr. Ismay, that the first lifeboat did not contain the necessary number of men to man it.

Mr. ISMAY. As to that I have no knowledge, sir.

Senator SMITH. And that women were obliged to row the boat.

Mr. HUGHES. That is the second lifeboat, Senator.

Senator SMITH. The second lifeboat; and that women were obliged to row that boat from 10.30 o'clock at night until 7.30 o'clock the next morning.

Mr. ISMAY. The accident did not take place until 11——

Senator SMITH. Well, from after 11.30 o'clock at night until between 6 and 7 o'clock the next morning.

Mr. ISMAY. Of that I have no knowledge.

Senator SMITH. Until the *Carpathia* overtook them. You have no knowledge of that?

Mr. ISMAY. Absolutely none, sir.

Senator SMITH. So far as your observation went, would you say that was not so?

Mr. ISMAY. I would not say either yes or no; but I did not see it.

Senator SMITH. When you first went on to the deck, you were only partially clothed?

Mr. ISMAY. That is all, sir.

Senator SMITH. And, as I understand, you went as far as to encounter an officer or steward?

Mr. ISMAY. Yes, sir.

Senator SMITH. And then returned?

Mr. ISMAY. That is right.

Senator SMITH. How long were you on the ship after the collision occurred?

Mr. ISMAY. That is a very difficult question to answer, sir. Practically until the time—almost until she sank.

Senator SMITH. How long did it take to lower and load a lifeboat?

Mr. ISMAY. I could not answer that.

Senator SMITH. Can you approximate it?

Mr. ISMAY. It is not possible for me to judge the time. I could not answer that.

Senator SMITH. Were you on the *Titanic* an hour after the collision?

Mr. ISMAY. Oh, yes.

Senator SMITH. How much longer?

Mr. ISMAY. I should think it was an hour and a quarter.

Senator SMITH. An hour and a quarter?

Mr. ISMAY. I should think that was it; perhaps longer.

Senator SMITH. Did you, during this time, see any of the passengers that you knew?

Mr. ISMAY. I really do not remember; I saw a great many passengers, but I do not think I paid much very attention to who they were. I do not remember recognizing any of them.

Senator SMITH. Did you know Charles M. Hayes?

Mr. ISMAY. No, sir.

Senator SMITH. Did you know of the presence of other Americans and Canadians of prominence?

Mr. ISMAY. No, sir; I knew Mr. Hayes was on board the ship.

Senator SMITH. You knew he was on the ship?

Mr. ISMAY. Yes; I have known him for some years.

Senator SMITH. But you did not see him after the accident occurred?

Mr. ISMAY. I never saw him after the accident; no.

Senator SMITH. And he is unaccounted for?

Mr. ISMAY. Yes, sir.

Senator SMITH. He was not among the saved?

Mr. ISMAY. No, sir.

Senator SMITH. What were the circumstances, Mr. Ismay, of your departure from the ship?

Mr. ISMAY. In what way?

Senator SMITH. Did the last boat that you went on leave the ship from some point near where you were?

Mr. ISMAY. I was immediately opposite the lifeboat when she left.

Senator SMITH. Immediately opposite?

Mr. ISMAY. Yes.

Senator SMITH. What were the circumstances of your departure from the ship? I ask merely that——

Mr. ISMAY. The boat was there. There was a certain number of men in the boat, and the officer called out asking if there were any more women, and there was no response, and there were no passengers left on the deck.

Senator SMITH. There were no passengers on the deck?

Mr. ISMAY. No, sir; and as the boat was in the act of being lowered away, I got into it.

Senator SMITH. At that time the *Titanic* was sinking?

Mr. ISMAY. She was sinking.

Senator SMITH. Where did this ship collide? Was it a side blow?

Mr. ISMAY. I have no knowledge, myself. I can only state what I have been told, that she hit the iceberg somewhere between the breakwater and the bridge.

Senator SMITH. State that again.

Mr. ISMAY. Between the breakwater and the bridge.

Senator SMITH. On the starboard side?

Mr. ISMAY. Yes.

Senator SMITH. Did you see any of the men passengers on that ship with life preservers on?

Mr. ISMAY. Nearly all passengers had life preservers on.

Senator SMITH. All that you saw?

Mr. ISMAY. All that I saw had life preservers on.

Senator SMITH. All of them that you saw?

Mr. ISMAY. Yes; as far as I can remember.

Senator SMITH. Naturally, you would remember that if you saw it?

When you entered the lifeboat yourself, you say there were no passengers on that part of the ship?

Mr. ISMAY. None.

Senator SMITH. Did you, at any time, see any struggle among the men to get into these boats?

Mr. ISMAY. No.

Senator SMITH. Was there any attempt, as this boat was being lowered past the other decks, to have you take on more passengers?

Mr. ISMAY. None, sir. There were no passengers there to take on.

Senator SMITH. Before you boarded the lifeboat, did you see any of the passengers jump into the sea?

Mr. ISMAY. I did not.

Senator SMITH. After you had taken the lifeboat did you see any of the passengers or crew with life-saving apparatus on them in the sea?

Mr. ISMAY. No, sir.

Senator SMITH. What course was taken by the lifeboat in which you were after leaving the ship?

Mr. ISMAY. We saw a light some distance off to which we attempted to pull and which we thought was a ship.

Senator SMITH. Can you give the direction of it?

Mr. ISMAY. I could not give that.

Senator SMITH. But you saw a light?

Mr. ISMAY. Yes, sir.

Senator SMITH. And you attempted to pull this boat toward it?

Mr. ISMAY. Yes, sir.

Senator SMITH. How long were you in the open sea in this lifeboat?

Mr. ISMAY. I should think about four hours.

Senator SMITH. Were there any other lifeboats in that vicinity?

Mr. ISMAY. Yes.

Senator SMITH. How many?

Mr. ISMAY. That I could not answer. I know there was one, because we hailed her. She had a light, and we hailed her, but got no answer from her.

Senator SMITH. You got no answer?

Mr. ISMAY. No, sir.

Senator SMITH. Did you see any rafts in the open sea?

Mr. ISMAY. No, sir; none.

Senator SMITH. Were there any other rafts on the *Titanic* that could have been utilized?

Mr. ISMAY. I believe not.

Senator SMITH. Were all of the lifeboats of one type?

Mr. ISMAY. No; there were four that are called collapsible boats.

Senator SMITH. What were the others?

Mr. ISMAY. Ordinary wooden boats.

Senator SMITH. How many were there?

Mr. ISMAY. I think there were 20 altogether.

Senator SMITH. Including both designs?

Mr. ISMAY. Yes. Sixteen wooden boats and four collapsible boats, I think. I am not absolutely certain.

Senator SMITH. When you reached the *Carpathia*, was your lifeboat taken aboard the *Carpathia*?

Mr. ISMAY. That I do not know, sir.

Senator SMITH. Did you see any other lifeboats taken aboard the *Carpathia*?

Mr. ISMAY. I did not.

Senator SMITH. What was the method of getting you aboard the *Carpathia*?

Mr. ISMAY. We simply walked up a Jacob's ladder.

Senator SMITH. What was the condition of the sea at that time?

Mr. ISMAY. There was a little ripple on it, nothing more.

Senator SMITH. Do you know whether all the lifeboats that left the *Titanic* were accounted for?

Mr. ISMAY. I believe so. I do not know that of my own knowledge.

Senator SMITH. I think it has been suggested that two of them were engulfed.

Mr. ISMAY. Of that I know nothing.



Senator SMITH. You would know if that were true, would you not?

Mr. ISMAY. I have had no consultation with anybody since the accident with the exception of one officer.

Senator SMITH. Who was that?

Mr. ISMAY. Mr. Lightoller. I have spoken to no member of the crew or anybody since in regard to the accident.

Senator SMITH. What was Mr. Lightoller's position?

Mr. ISMAY. He was the second officer of the *Titanic*.

Senator SMITH. How many officers of the ship's crew were saved?

Mr. ISMAY. I am told four.

Senator SMITH. Can you give their names?

Mr. ISMAY. I can not.

Senator SMITH. Or their occupation?

Mr. ISMAY. I could not. The only one I know is Mr. Lightoller, who was the second officer.

Senator SMITH. I understand they are here.

Mr. ISMAY. I believe so; I do not know.

Senator SMITH. Mr. Ismay, what can you say about the sinking and disappearance of the ship? Can you describe the manner in which she went down?

Mr. ISMAY. I did not see her go down.

Senator SMITH. You did not see her go down?

Mr. ISMAY. No, sir.

Senator SMITH. How far were you from the ship?

Mr. ISMAY. I do not know how far we were away. I was sitting with my back to the ship. I was rowing all the time I was in the boat. We were pulling away.

Senator SMITH. You were rowing?

Mr. ISMAY. Yes; I did not wish to see her go down.

Senator SMITH. You did not care to see her go down?

Mr. ISMAY. No. I am glad I did not.

Senator SMITH. When you last saw her, were there indications that she had broken in two?

Mr. ISMAY. No, sir.

Senator SMITH. When did you last see her?

Mr. ISMAY. I really could not say. It might have been 10 minutes after we left her. It is impossible for me to give any judgment of the time. I could not do it.

Senator SMITH. Was there much apparent confusion on board when you saw her last?

Mr. ISMAY. I did not look to see, sir. My back was turned to her. I looked around once only, to see her red light—her green light, rather.

Senator SMITH. You never saw the captain again after you left him on the bridge?

Mr. ISMAY. No, sir.

Senator SMITH. Did you have any message from him?

Mr. ISMAY. Nothing.

Senator SMITH. Do you know how many wireless operators there were on board the ship?

Mr. ISMAY. I do not; but I presume there were two. There is always one on watch.

Senator SMITH. Do you know whether they survived?

Mr. ISMAY. I am told one of them did, but I do not know whether it is true or not. I really have not asked.

Senator SMITH. Were any of this crew enlisted men in the English Navy?

Mr. ISMAY. I do not know, sir. The ship's articles will show that.

Senator SMITH. Can you tell us anything about the inspection, and the certificate that was made and issued before sailing?

Mr. ISMAY. The ship receives a board of trade passenger certificate; otherwise she would not be allowed to carry passengers.

Senator SMITH. Do you know whether that was done?

Mr. ISMAY. You could not sail your ship without it; you could not get your clearance.

Senator SMITH. Do you know whether this ship was equipped with its full complement of lifeboats?

Mr. ISMAY. If she had not been, she could not have sailed. She would not have received her passenger certificate; therefore she must have been fully equipped.

Senator SMITH. Do you know whether these lifeboats were the lifeboats that were planned for the *Titanic*?

Mr. ISMAY. I do not quite understand what you mean, sir. I do not think lifeboats are ever built for the ship. Lifeboats are built to have a certain cubic capacity.

Senator SMITH. I understand that; but I mean whether these lifeboats were completed for the ship coincident with the completion of the ship, or whether the lifeboats, or any of them, were borrowed from the other ships of the White Star Line?

Mr. ISMAY. They certainly would not be borrowed from any other ship.

Senator SMITH. Do you recollect whether the lifeboat in which you left the ship was marked with the name *Titanic* on the boat or on the oars?

Mr. ISMAY. I have no idea. I presume oars would be marked. I do not know whether the boat was marked or not. She was a collapsible boat.

Senator SMITH. Can you recollect whether that was so?

Mr. ISMAY. I did not look to see whether the oars were marked. It would be a natural precaution to take?

Senator SMITH. Mr. Ismay, do you know about the boiler construction of the *Titanic*?

Mr. ISMAY. No, sir; I do not.

May I suggest, gentlemen, if you wish any information in regard to the construction of the ship, in any manner, shape, or form, that I shall be only too pleased to arrange for one of the Harlan & Wolf's people to come here and give you all the information you require; the plans and everything.

Senator SMITH. We are much obliged to you.

There has been some suggestion by passengers who left the ship in lifeboats, that an explosion took place after this collision. Have you any knowledge on that point?

Mr. ISMAY. Absolutely none.

Senator SMITH. Do you think you would have known about that if it had occurred?

Mr. ISMAY. Yes; I should. Do you mean to say before the ship went down?

Senator SMITH. Yes.

Mr. ISMAY. Absolutely.

Senator SMITH. Mr. Ismay, do you know anything about the action of the amidship turbine; the number of revolutions?

Mr. ISMAY. No.

Mr. UHLER. The reciprocating engines, you say, were going at 75 or 72 revolutions at one time?

Mr. ISMAY. Yes.

Mr. UHLER. Have you any knowledge as to how many revolutions the amidship turbine was making?

Mr. ISMAY. No, sir. Those are all technical questions which can be answered by others, if you desire.

Senator NEWLANDS. What speed would 75 revolutions indicate?

Mr. ISMAY. I should think about 21 knots.

Senator NEWLANDS. What is that in miles?

Mr. ISMAY. It is in the ratio of 11 to 13; about 26 miles, I think.

Senator NEWLANDS. Mr. Ismay, did you have anything to do with the selection of the men who accompanied you in the last boat?

Mr. ISMAY. No, sir.

Senator NEWLANDS. How were they designated?

Mr. ISMAY. I presume by the officer who was in charge of the boat.

Senator NEWLANDS. Who was that?

Mr. ISMAY. Mr. Weyl.

Senator NEWLANDS. And he was what officer?

Mr. ISMAY. Chief officer.

Senator NEWLANDS. Was that done by lot or by selection?

Mr. ISMAY. I think these men were allotted certain posts.

Senator NEWLANDS. Indiscriminately?

Mr. ISMAY. No; I fancy at the time they had what they called, I think, the boat's crew list. That is all arranged beforehand.

Senator SMITH. Can you describe those rafts?

Mr. ISMAY. There were none on board the ship.

Senator SMITH. Did you see any rafts actually in service?

Mr. ISMAY. No, sir.

Senator SMITH. Is it customary for the White Star Line to carry rafts?

Mr. ISMAY. I believe in the olden days we carried rafts.

Senator SMITH. Recently that has not been done?

Mr. ISMAY. Not in the recent ships; no, sir.

Senator SMITH. Why?

Mr. ISMAY. I presume because they are not considered suitable.

Senator SMITH. Do you know what water capacity there was on that ship?

Mr. ISMAY. I do not, sir.

Senator SMITH. I mean, when she was stove in, what was the capacity of the water-tight bulkheads?

Mr. ISMAY. I beg your pardon, sir. I misunderstood your question.

The ship was especially constructed to float with two compartments full of water.

Senator SMITH. She was constructed to float with two compartments full of water?

Mr. ISMAY. The ship was specially constructed so that she would float with any two compartments full of water. I think I am right in saying that there are very few ships—perhaps I had better not

say that, but I will continue, now that I have begun it—I believe there are very few ships to-day of which the same can be said.

When we built the *Titanic* we had that especially in mind. If this ship had hit the iceberg stem on, in all human probability she would have been here to-day.

Senator SMITH. If she had hit the iceberg head on, in all probability she would be here now?

Mr. ISMAY. I say in all human probability that ship would have been afloat to-day.

Senator NEWLANDS. How did the ship strike the iceberg?

Mr. ISMAY. From information I have received, I think she struck the iceberg a glancing blow between the end of the forecastle and the captain's bridge, just aft of the foremast, sir.

Senator SMITH. I understood you to say a little while ago that you were rowing, with your back to the ship. If you were rowing and going away from the ship, you would naturally be facing the ship, would you not?

Mr. ISMAY. No; in these boats some row facing the bow of the boat and some facing the stern. I was seated with my back to the man who was steering, so that I was facing away from the ship.

Senator SMITH. You have stated that the ship was specially constructed so that she could float with two compartments filled with water?

Mr. ISMAY. Yes.

Senator SMITH. Is it your idea, then, that there were no two compartments left entire?

Mr. ISMAY. That I can not answer, sir. I am convinced that more than two compartments were filled. As I tried to explain to you last night, I think the ship's bilge was ripped open.

Senator NEWLANDS. The ship had 16 compartments?

Mr. ISMAY. I could not answer that, sir.

Senator NEWLANDS. Approximately?

Mr. ISMAY. Approximately. That information is absolutely at your disposal. Our shipbuilders will give it to you accurately.

Senator NEWLANDS. She was so built that if any two of these compartments should be filled with water she would still float?

Mr. ISMAY. Yes, sir; if any two of the largest compartments were filled with water she would still float.

Senator SMITH. Mr. Ismay, what time did you dine on Sunday evening?

Mr. ISMAY. At 7.30.

Senator SMITH. With whom?

Mr. ISMAY. With the doctor.

Senator SMITH. Did the captain dine with you?

Mr. ISMAY. He did not, sir.

Senator SMITH. When you went to the bridge after this collision, was there any ice on the decks?

Mr. ISMAY. I saw no ice at all, and no icebergs at all until daylight Monday morning.

Senator SMITH. Do you know whether any people were injured or killed from ice that came to the decks?

Mr. ISMAY. I do not, sir. I heard ice had been found on the decks, but it is only hearsay.

Senator SMITH. I think I asked you, but in case it appears that I have not, I will ask you again: Were all of the women and children saved?

Mr. ISMAY. I am afraid not, sir.

Senator SMITH. What proportion were saved?

Mr. ISMAY. I have no idea. I have not asked. Since the accident I have made very few inquiries of any sort.

Senator SMITH. Did any of the collapsible boats sink, to your knowledge, after leaving the ship?

Mr. ISMAY. No, sir.

Senator NEWLANDS. What was the full equipment of lifeboats for a ship of this size?

Mr. ISMAY. I could not tell you that, sir. That is covered by the board of trade regulations. She may have exceeded the board of trade regulations, for all I know. I could not answer that question. Anyhow, she had sufficient boats to obtain her passenger certificate, and therefore she must have been fully boated, according to the requirements of the English Board of Trade, which I understand are accepted by this country. Is not that so, General?

Mr. UHLER. Yes.

Senator SMITH. Mr. Ismay, did you in any manner attempt to influence or interfere with the wireless communication between the *Carpathia* and other stations?

Mr. ISMAY. No, sir. I think the captain of the *Carpathia* is here, and he will probably tell you that I was never out of my room from the time I got on board the *Carpathia* until the ship docked here last night. I never moved out of the room.

Senator SMITH. How were you dressed? Were you completely dressed when you went into the lifeboat?

Mr. ISMAY. I had a suit of pajamas on, a pair of slippers, a suit of clothes, and an overcoat.

Senator SMITH. How many men, officers and crew, were there on this boat?

Mr. ISMAY. There were no officers.

Senator SMITH. I mean the officers of the ship.

Mr. ISMAY. How many officers were there on the ship?

Senator SMITH. Yes; and how many in the crew?

Mr. ISMAY. I think there were seven officers on the ship.

Senator SMITH. And how many in the crew?

Mr. ISMAY. I do not know the full number of the crew. There were seven officers—or nine officers; there are always three officers on watch.

Senator SMITH. And how many men were in the lifeboat with you?

Mr. ISMAY. Oh, I could not tell. I suppose nine or ten.

Senator SMITH. Do you know who they were?

Mr. ISMAY. I do not. Mr. Carter, a passenger, was one. I do not know who the others were; third-class passengers, I think. In fact, all the people on the boat, as far as I could see, were third-class passengers.

Senator SMITH. Did they all survive, and were they all taken aboard the *Carpathia*?

Mr. ISMAY. They all survived, yes.

Senator SMITH. You have indicated your willingness to supply the committee with any data or information that may be necessary regarding the construction and equipment of this vessel?

Mr. ISMAY. Any information or any data the committee may wish is absolutely at their disposal.

Senator SMITH. And you have indicated your willingness to meet our full committee?

Mr. ISMAY. At any time you wish, sir.

Senator SMITH. And I suppose that includes the surviving officers?

Mr. ISMAY. Certainly, sir. Anybody that you wish is absolutely at your disposal.

Senator SMITH. What are your own immediate plans?

Mr. ISMAY. I understand that depends on you.

Senator SMITH. I thank you, in behalf of my associates and myself, for responding so readily this morning, and for your statements; and I am going to ask you to hold yourself subject to our wishes during the balance of the day.

For the convenience of the captain of the *Carpathia* I am going to call him at this time.

Mr. ISMAY. I am entirely at your disposal at any time, sir.

Senator SMITH. The committee has decided to call the captain of the *Carpathia* as the next witness.

#### TESTIMONY OF CAPT. ARTHUR HENRY ROSTRON.

The witness was sworn by the chairman.

Senator SMITH. Please give your full name and address.

Mr. ROSTRON. Arthur Henry Rostron, Woodville, Victoria Road, Crosby, Liverpool.

Senator SMITH. What is your business, Captain?

Mr. ROSTRON. Seaman.

Senator SMITH. How long have you been engaged in the business?

Mr. ROSTRON. Twenty-seven years.

Senator SMITH. What positions have you filled?

Mr. ROSTRON. Every rank in the merchant service up to captain.

Senator SMITH. In what companies or on what lines?

Mr. ROSTRON. First of all I was two years as cadet on the training ship *Conway* in the Mersey, Liverpool, after which I went under sail as an apprentice with Williams & Milligan's ships. I was an apprentice for three years, after which I was second mate, after passing my examinations. Then, after getting my mate's certificate, I went as mate on another sailing ship. Then I passed for extra master and joined the Cunard Steamship Co. in 1895.

Senator SMITH. You are now captain of the *Carpathia*?

Mr. ROSTRON. I am now captain of the *Carpathia*, Cunard Line.

Senator SMITH. How long have you been captain of the *Carpathia*?

Mr. ROSTRON. My appointment on the *Carpathia* dates from the 18th of January.

Senator SMITH. Of this year?

Mr. ROSTRON. Of this year; yes, sir.

Senator SMITH. Were you captain of any other vessel?

Mr. ROSTRON. The whole of last year, from the 1st of January of last year, I was captain of the *Penonia*.

Senator SMITH. Of the same line?



Mr. ROSTRON. Of the same line. Previous to that I was necessary of several other smaller cargo boats running between Liverpool and the Mediterranean.

Senator SMITH. What day did you sail with the *Carpathia* from New York last?

Mr. ROSTRON. The 11th of April.

Senator SMITH. And where were you headed?

Mr. ROSTRON. We were bound for Liverpool, Genoa, Naples, Trieste, and Fiume.

Senator SMITH. How many passengers did you have on board the *Carpathia* when you sailed from New York?

Mr. ROSTRON. That I am not prepared to answer, sir. I can not give you the exact number.

Senator SMITH. About how many?

Mr. ROSTRON. One hundred and fifty first; 50 second; and about 560 or 575, third. That is approximately.

Senator SMITH. Your first stop would have been Gibraltar?

Mr. ROSTRON. Gibraltar; yes, sir.

Senator SMITH. What time in the day did you leave New York?

Mr. ROSTRON. At noon on Thursday.

Senator SMITH. I wish you would tell the committee what occurred after that day, as nearly as you can, up to the present time.

Mr. ROSTRON. We backed out from the dock at noon on Thursday. We proceeded down the river, the weather being fine and clear, and we left the pilot at the pilot boat and passed the Ambrose Channel Lightship about 2 o'clock p. m. I can not give you the exact time, now, because, as a matter of fact, I have not looked at a single date or time of any kind. I have not had the time to do so.

Senator SMITH. I mean, approximately?

Mr. ROSTRON. From that up to Sunday midnight we had fine, clear weather, and everything was going on without any trouble of any kind.

At 12.35 a. m. on Monday I was informed of the urgent distress signal from the *Titanic*.

Senator SMITH. By whom?

Mr. ROSTRON. By our wireless operator, and also by the first officer.

The wireless operator had taken the message and run with it up to the bridge, and gave it to the first officer who was in charge, with a junior officer with him, and both ran down the ladder to my door and called me. I had only just turned in. It was an urgent distress signal from the *Titanic*, requiring immediate assistance and giving me his position.

The position of the *Titanic* at the time was  $41^{\circ} 46'$  north,  $50^{\circ} 14'$  west. I can not give you our correct position, but we were then——

Senator SMITH. Did you give the hour?

Mr. ROSTRON. Yes, 12.35; that was our apparent time. I can give you the New York time, if you would rather have it?

Senator SMITH. Yes; please do so.

Mr. ROSTRON. The New York time at 12.35 was 10.45 p. m. Sunday night.

Immediately on getting the message, I gave the order to turn the ship around and immediately I had given that order I asked the operator if he was absolutely sure it was a distress signal from the *Titanic*. I asked him twice.



Senator SMITH. Just what was that signal?

Commander ROSTRON. I did not ask him. He simply told me that he had received a distress signal from the *Titanic*, requiring immediate assistance, and gave me his position; and he assured me he was absolutely certain of the message.

In the meantime I was dressing, and I picked up our position on my chart, and set a course to pick up the *Titanic*. The course was north 52 degrees west true 58 miles from my position.

I then sent for the chief engineer. In the meantime I was dressing and seeing the ship put on her course. The chief engineer came up. I told him to call another watch of stokers and make all possible speed to the *Titanic*, as she was in trouble.

He ran down immediately and told me my orders would be carried out at once.

After that I gave the first officer, who was in charge of the bridge, orders to knock off all work which the men were doing on deck, the watch on deck, and prepare all our lifeboats, take out the spare gear, and have them all ready for turning outboard.

Immediately I had done that I sent for the heads of the different departments, the English doctor, the purser, and the chief steward, and they came to my cabin, and then I issued my orders. I do not know whether you care to hear what my orders were exactly.

Senator SMITH. Yes, sir; we would like to hear them.

Mr. ROSTRON. As a matter of fact, I have them all written down here.

We carry an English doctor, an Italian doctor, and a Hungarian doctor. My orders were these:

English doctor, with assistants, to remain in first-class dining room.

Italian doctor, with assistants, to remain in second-class dining room.

Hungarian doctor, with assistants, to remain in third-class dining room.

Each doctor to have supplies of restoratives, stimulants, and everything to hand for immediate needs of probable wounded or sick.

Purser, with assistant purser and chief steward, to receive the passengers, etc., at different gangways, controlling our own stewards in assisting *Titanic* passengers to the dining rooms, etc.; also to get Christian and surnames of all survivors as soon as possible to send by wireless.

Inspector, steerage stewards, and master at arms to control our own steerage passengers and keep them out of the third-class dining hall, and also to keep them out of the way and off the deck to prevent confusion.

Chief steward: That all hands would be called and to have coffee, etc., ready to serve out to all our crew.

Have coffee, tea, soup, etc., in each saloon, blankets in saloons, at the gangways, and some for the boats.

To see all rescued cared for and immediate wants attended to.

My cabin and all officials' cabins to be given up. Smoke rooms, library, etc., dining rooms, would be utilized to accommodate the survivors.

All spare berths in steerage to be utilized for *Titanic's* passengers, and get all our own steerage passengers grouped together.

Stewards to be placed in each alleyway to reassure our own passengers, should they inquire about noise in getting our boats out, etc., or the working of engines.

To all I strictly enjoined the necessity for order, discipline, and quietness and to avoid all confusion.

Chief and first officers: All the hands to be called; get coffee, etc. Prepare and swing out all boats.

All gangway doors to be opened.

Electric sprays in each gangway and over side.

A block with line rove hooked in each gangway.

A chair sling at each gangway, for getting up sick or wounded.

Boatswains' chairs. Pilot ladders and canvas ash bags to be at each gangway, the canvas ash bags for children.

I may state the canvas and bags were of great assistance in cessary the infants and children aboard. vast,

Cargo falls with both ends clear; bowlines in the ends, and bights secured along ship's sides, for boat ropes or to help the people up.

Heaving lines distributed along the ship's side, and gaskets handy near gangways for lashing people in chairs, etc.

Forward derricks, topped and rigged, and steam on winches; also told off officers for different stations and for certain eventualities.

Ordered company's rockets to be fired at 2.45 a. m. and every quarter of an hour after to reassure *Titanic*.

This is a copy of what I am sending to our own company.

Senator SMITH. We would like to have you leave a copy of that with the committee, if you can.

Mr. ROSTRON. Yes, sir; I shall do it with pleasure.

One more thing:

As each official saw everything in readiness, he reported to me personally on the bridge that all my orders were carried out, enumerating the same, and that everything was in readiness.

This was at 3.45. That was a quarter of an hour before we got up to the scene of the disaster.

The details of all this work I left to the several officials, and I am glad to say that they were most efficiently carried out.

Senator SMITH. I should judge from what you say that you made 19½ knots from the time you got the signal of distress from the *Titanic*, until you reached the scene of the wreck or loss?

Mr. ROSTRON. No, it was 58 miles, and it took us three and a half hours.

Mr. UHLER. From 12.35 to 3.45?

Mr. ROSTRON. No; 3.45 is when they reported to me. I have not got to the time of arrival at the scene of action yet.

I stopped my engines at 4 o'clock, and I was then close to the first boat.

Senator SMITH. Just proceed, in your own way.

Mr. ROSTRON. After interviewing the heads of the departments, I went on the bridge and remained there. While I was up there I made inquiries making sure that my orders were all being carried out, and that everything possible was being done.

At 2.40, I saw a flare, about half a point on the port bow, and immediately took it for granted that it was the *Titanic* itself, and I remarked that she must be still afloat, as I knew we were a long way off, and it seemed so high.

However, soon after seeing the flare I made out an iceberg about a point on the port bow, to which I had to port to keep well clear of. Knowing that the *Titanic* had struck ice, of course I had to take extra care and every precaution to keep clear of anything that might look like ice.

Between 2.45 and 4 o'clock, the time I stopped my engines, we were passing icebergs on every side and making them ahead and having to alter our course several times to clear the bergs.

At 4 o'clock I stopped.

At 4.10 I got the first boat alongside.

Previous to getting the first boat alongside, however, I saw an iceberg close to me, right ahead, and I had to starboard to get out of the way. And I picked him up on the weather side of the ship. I had to clear this ice.

Senator on the scene of action now. This is 4.10 with the first boat comm<sup>ing</sup> side.

Senator SMITH. You are picking up these people now?

Mr. ROSTRON. Yes.

Senator SMITH. Please describe that in your own way.

Mr. ROSTRON. We picked up the first boat, and the boat was in charge of an officer. I saw that he was not under full control of this boat, and the officer sung out to me that he only had one seaman in the boat, so I had to maneuver the ship to get as close to the boat as possible, as I knew well it would be difficult to do the pulling. However, they got alongside, and they got them up all right.

By the time we had the first boat's people it was breaking day, and then I could see the remaining boats all around within an area of about 4 miles. I also saw icebergs all around me. There were about 20 icebergs that would be anywhere from about 150 to 200 feet high and numerous smaller bergs; also numerous what we call "growlers." You would not call them bergs. They were anywhere from 10 to 12 feet high and 10 to 15 feet long above the water.

I maneuvered the ship and we gradually got all the boats together. We got all the boats alongside and all the people up aboard by 8.30.

I was then very close to where the *Titanic* must have gone down, as there was a lot of hardly wreckage but small pieces of broken-up stuff; nothing in the way of anything large.

At 8 o'clock the Leyland Line steamer *Californian* hove up, and we exchanged messages. I gave them the notes by semaphore about the *Titanic* going down, and that I had got all the passengers from the boats; but we were then not quite sure whether we could account for all the boats. I told them: "Think one boat still unaccounted for." He then asked me if he should search around, and I said, "Yes, please." It was then 10.50.

I want to go back again, a little bit.

At 8.30 all the people were on board. I asked for the purser, and told him that I wanted to hold a service, a short prayer of thankfulness for those rescued and a short burial service for those who were lost. I consulted with Mr. Ismay. I ran down for a moment and told them that I wished to do this, and Mr. Ismay left everything in my hands.

I then got an Episcopal clergyman, one of our passengers, and asked him if he would do this for me, which he did, willingly.

While they were holding the service, I was on the bridge, of course, and I maneuvered around the scene of the wreckage. We saw nothing except one body.

Senator SMITH. Floating?

Mr. ROSTRON. Floating, sir.

Senator SMITH. With a life preserver on?

Mr. ROSTRON. With a life preserver on. That is the only body I saw.

Senator SMITH. Was it male or female?

Mr. ROSTRON. Male. It appeared to me to be one of the crew. He was only about 100 yards from the ship. We could see him quite distinctly, and saw that he was absolutely dead. He was lying on his side like this [indicating] and his head was awash. Of course he could not possibly have been alive and remain in that position. I did not take him aboard. For one reason, the *Titanic's* passengers then were

knocking about the deck and I did not want to cause any unnecessary excitement or any more hysteria among them, so I steamed past, trying to get them not to see it.

From the boats we took three dead men, who had died of exposure.

Senator SMITH. From the lifeboats?

Mr. ROSTRON. From the lifeboats; yes, sir.

Senator SMITH. Do you know from which boats they were taken?

Mr. ROSTRON. No, sir; I am only giving you the general news now.

We took three dead men from the boats, and they were brought on board. Another man was brought up—I think he was one of the crew—who died that morning about 10 o'clock, I think, and he, with the other three, were buried at 4 o'clock in the afternoon.

Senator SMITH. At sea?

Mr. ROSTRON. At sea.

Senator SMITH. Did they have anything on their persons by which they could be identified?

Mr. ROSTRON. One of my own officers and the *Titanic's* officers identified the bodies, as far as possible, and took everything from them that could be of the slightest clue or use. Nothing was left but their clothes. There was very little taken, of course. But, as regards details, I can not give you much. I have been too busy.

Senator SMITH. You have not the names of these men?

Mr. ROSTRON. We have the names.

Senator SMITH. You have not them here with you?

Mr. ROSTRON. I have not got them with me; no, sir.

Senator SMITH. Were they men or women?

Mr. ROSTRON. Men. There were several ladies in the boats. They were slightly injured about the arms, and things of that kind, of course; although I must say, from the very start, all these people behaved magnificently. As each boat came alongside everyone was calm, and they kept perfectly still in their boats. They were quiet and orderly, and each person came up the ladder, or was pulled up, in turn as they were told off. There was no confusion whatever among the passengers. They behaved magnificently—every one of them.

As they came aboard they were, of course, attended to. My instructions had already been given to that effect.

Senator SMITH. Captain, how many lifeboats were there?

Mr. ROSTRON. We had 15 lifeboats alongside with passengers in them.

Senator SMITH. Of both types?

Mr. ROSTRON. Wait a moment, please.

There were 15 lifeboats alongside. We accounted for those with passengers in them. There was one lifeboat that we saw that was close to the ship, but it had been abandoned, because it had got damaged, and was in a sinking condition. The officer had taken all the people out of that lifeboat, and left it absolutely vacant. There was no one in it. It was empty.

Senator SMITH. What type of boat was it?

Mr. ROSTRON. That was a lifeboat. It had been damaged. We had two berthen boats.

Mr. UHLER. Collapsible boats?

Mr. ROSTRON. Hardly collapsible; it is a flat raft boat, with collapsible canvas sides, about two feet deep.

Senator SMITH. To hold how many people?

Mr. ROSTRON. One of those boats would hold 60 to 75 comfortably.

Senator SMITH. How many of those were there?

Mr. ROSTRON. We accounted for two. One of these burthen boats we found amongst the wreckage, capsized. That was three.

Senator SMITH. As these boats were emptied, and the occupants taken aboard the *Carpathia*, what was done with the boats?

Mr. ROSTRON. The boats were kept alongside.

Senator SMITH. Just in what shape were they left afloat, or were they in some way taken on the decks?

Mr. ROSTRON. Yes, sir; I am going to tell you that now. As the people came out, we left the boats alongside. Of course lots of gear had been knocked out of the boats and thrown out of the way of the people as they were getting up; so, while they were holding this service and while I was cruising around, I had had all of my boats swung out, ready for lowering over, and while they were getting all the people aboard from the boats, I got the spare men and some of my officers, and swung my boats inboard again, and landed them on their blocks and secured them, and swung the davits out again, disconnected the falls again, and got up the *Titanic's* boats. While I was cruising around, I was also getting these boats up. I got seven of the *Titanic's* boats up in our davits, and six up on the forecastle head with the forward derricks; so that is 13 boats in all.

Senator SMITH. What did you do with these boats?

Mr. ROSTRON. We pulled them up in the davits.

Senator SMITH. Did you bring them into port?

Mr. ROSTRON. Yes; and last night, previous to coming into the dock, we got some tenders off and lowered all the boats in the water, and these tenders took them away. Where they took them I do not know. But we had three boats still left on the forecastle head, and they would have been put into the dock during the day.

Senator SMITH. Have you examined those boats personally?

Mr. ROSTRON. I have only been in one or two of them; looked at them.

Senator SMITH. Can you tell from what you saw of them whether they were marked “*Titanic*”?

Mr. ROSTRON. They were all marked “*Titanic*,” as they came up.

Senator SMITH. Were they apparently new boats?

Mr. ROSTRON. They were all brand new.

Senator SMITH. They were all brand new?

Mr. ROSTRON. Yes; as far as I could see. They appeared to me to be absolutely new boats.

Senator SMITH. All conforming to the regulations of the British Board of Trade?

Mr. ROSTRON. Absolutely.

Senator SMITH. And as good as you would have had if you were to specify them yourself?

Mr. ROSTRON. Quite.

Senator SMITH. Did you see any bodies afloat, except as you have described?

Mr. ROSTRON. Only one; no more—no others.

Senator SMITH. Did you have any information as to whether the passengers or crew of the *Titanic* had made use of their life preservers?



Mr. ROSTRON. I had very little opportunity of being amongst the passengers or any of them.

To tell you the truth, I have been on the bridge, or about my duties most of the time. I had, however, one or two conversations with the passengers on Tuesday afternoon. That was the only time I had anything to do with the people, and I heard then that all the people on the *Titanic*, as far as they could see, had life belts on. They had all been supplied with life belts.

Senator SMITH. I assume that you kept watch to see whether there was any of these people afloat?

Mr. ROSTRON. Precisely. I was cruising all around the vicinity of the disaster.

Senator SMITH. How long did you cruise around there?

Mr. ROSTRON. In the actual vicinity of the disaster?

Senator SMITH. Yes.

Mr. ROSTRON. Half an hour.

Senator SMITH. During that time was there a swirl or any unnatural condition of the sea?

Mr. ROSTRON. Nothing whatever. The wind and sea were then beginning to get up. There was a moderate breeze blowing then, and a little slop of the sea.

Senator SMITH. Have you any idea how much depth of water there was about that point?

Mr. ROSTRON. Yes; about two thousand and odd fathoms.

Senator SMITH. Two thousand and odd fathoms?

Mr. ROSTRON. Yes; I looked on the chart.

Senator SMITH. Have you concluded that you did not see the ill-fated ship at all?

Mr. ROSTRON. Oh, no; we arrived an hour and a half after she went down; after the last of her was seen.

Senator SMITH. What was the last message you had from the ship?

Mr. ROSTRON. “Engine room nearly full.”

Senator SMITH. “Engine room nearly full?”

Mr. ROSTRON. Yes.

Senator SMITH. At what hour was that?

Mr. ROSTRON. That would have been about 1 o'clock. That would be 25 minutes after.

Senator SMITH. Was that all?

Mr. ROSTRON. That was the last message we got. It was either “Engine room nearly full,” or “Engine room full,” or “Engine room filling.” The exact words I could not give you. The impression was quite enough for me, as to the condition the ship was in.

Senator SMITH. And you then told them how near you were?

Mr. ROSTRON. Yes. From the very first I sent a message to the *Titanic* telling them, “Coming immediately to your assistance. Expect to arrive half past 4—” No; it was, “Expect to arrive in four hours,” because I had not then got up full speed.

Senator SMITH. Did you personally know the captain of the *Titanic*?

Mr. ROSTRON. I knew him; yes.

Senator SMITH. How long had you known him?

Mr. ROSTRON. I had met him 15 years ago. I have only met him about three times altogether.

Senator SMITH. In your company, who is the master of a ship at sea ?

Mr. ROSTRON. The captain.

Senator SMITH. In absolute control ?

Mr. ROSTRON. In absolute control, legal and otherwise. No one can interfere.

Senator SMITH. I suppose if this had not been so, you would not have felt it proper to have gone off your course quite so far ?

Mr. ROSTRON. Quite so.

Senator SMITH. Are there prescribed routes at sea that are so definite in their character as to be well understood by mariners ?

Mr. ROSTRON. They are. I may state this: That the position given me by the *Titanic* was absolutely correct and she was absolutely on her track, bound for New York.

Senator SMITH. What would you call that course, Captain, that the *Titanic* was taking for New York, as to whether it would be northerly or southerly ?

Mr. ROSTRON. Oh, she was then—I forget the true course now, but she had passed what we call the corner on the great circle. It is some years since I was in the North Atlantic trade. I have been in the Mediterranean trade, and I have forgotten——

Mr. UHLER. He is not speaking of your compass course.

Mr. ROSTRON. I am giving the true course.

Mr. UHLER. He is asking whether the *Titanic* was on the northerly course or the southerly route ?

Mr. ROSTRON. Oh. He was on the southerly route.

Senator SMITH. What do you mean by that ?

Mr. ROSTRON. He makes a great circle on the most southerly route, to avoid all ice, as nearly as possible. That is 42 north and 47 west. That is what we call the first corner. That is the great circle track from Queenstown down to the corner. From that he takes a straight course—I forget, now, the actual course.

Senator SMITH. Do you regard the route he was taking as entirely practical and appropriate at this time of the year ?

Mr. ROSTRON. Quite so. This is most exceptional.

Senator SMITH. Having the warning that icebergs were in that vicinity, could he, under those circumstances, have changed his course somewhat to avoid them ?

Mr. ROSTRON. That is impossible for me to tell. All I know is that he was on the track of the western bound steamers, on his proper track, where he ought to have been.

Senator SMITH. At this time of year ?

Mr. ROSTRON. At this time of year.

Senator SMITH. Is not that the shortest route from Liverpool to New York ?

Mr. ROSTRON. No; it is the longest.

Senator SMITH. The longest ?

Mr. ROSTRON. Yes, sir.

Senator SMITH. What would have been the shortest ?

Mr. ROSTRON. The shortest route is after August, if I remember right; from September to January. From September to January, I think, is the shortest route.

Senator SMITH. But what would that be ?

Mr. ROSTRON. Oh, well; up north.

Senator SMITH. How far north ?

Mr. ROSTRON. It would be probably a couple of hundred miles north.

Senator SMITH. Would you regard the course taken by the *Titanic* in this trial trip as appropriate and safe and wise at this time of the year?

Mr. ROSTRON. Quite so.

Senator SMITH. What would be a safe, reasonable speed for a vessel of that size on such a course and in proximity of icebergs?

Mr. ROSTRON. Of course I do not know the ship. I know absolutely nothing about her.

Senator SMITH. How would you have felt yourself about it? Suppose you had been taking that course with your ship; how fast would you have felt it prudent to go in such a situation?

Mr. ROSTRON. I can only tell you this, gentlemen, I knew there was ice about——

Senator SMITH. How did you know it?

Mr. ROSTRON. From the *Titanic*.

Senator SMITH. From the *Titanic's* message?

Mr. ROSTRON. Precisely. He told me he had struck ice.

Senator SMITH. Did you know it any other way?

Mr. ROSTRON. No, sir; that was the first intimation I had that there was ice there.

Senator SMITH. You did not know it until you saw it yourself?

Mr. ROSTRON. I knew the *Titanic* had struck ice. Therefore, I was prepared to be in the vicinity of ice when I was getting near him, because if he had struck a berg and I was going to his position I knew very well that there must be ice about. I went full speed, all we could——

Senator SMITH. You went full speed?

Mr. ROSTRON. I did, and doubled my lookouts, and took extra precautions and exerted extra vigilance. Every possible care was taken. We were all on the qui vive.

Senator SMITH. You had a smaller ship, however, and it would respond more readily to a signal?

Mr. ROSTRON. No.

Senator SMITH. Would it not?

Mr. ROSTRON. No, sir; it would not. I do not maintain that, for one moment.

Senator SMITH. How many men were on the bridge, on the lookout, so to speak, in that situation, on your ship?

Mr. ROSTRON. There were three officers with me: A quartermaster, one man in the crow's nest, and two men in the eyes of the ship—that is, right forward on the deck, nearer to the water than the crow's nest.

Senator SMITH. Was that the ordinary complement, or did you put them there because of that danger?

Mr. ROSTRON. I put an extra lookout on forward.

Senator SMITH. An extra lookout?

Mr. ROSTRON. Yes; and the officer came up extra with me. I had another officer up with me, extra. He came up voluntarily.

Senator SMITH. What would be the ordinary complement?

Mr. ROSTRON. The ordinary complement of a night lookout, two men. We keep one in the crow's nest and one in the eyes—that is, right forward.



Senator SMITH. Was there any special suffering of the *Titanic's* passengers after they got aboard the *Carpathia*?

Mr. ROSTRON. I never heard of anything special. I can not give you any medical reports, as I have not received them yet. All I know is that the second day, Tuesday morning, the doctor came to me and said he was pleased to say that there was an entirely clean bill of health.

Senator SMITH. No damage, so far as you know, was done by one to the other, and there was no trouble or difficulty?

Mr. ROSTRON. No, no; none whatever. I never heard of anything of that kind; never.

Senator SMITH. How many lifeboats do you carry on the *Carpathia*?

Mr. ROSTRON. We carry 20.

Senator SMITH. What is their capacity?

Mr. ROSTRON. I am not prepared to say at the present moment. I can not say; I really forget.

Senator SMITH. Do you carry 20 in obedience to certain regulations of the British Board of Trade?

Mr. ROSTRON. I think it is 20; yes.

Senator SMITH. What is your gross tonnage?

Mr. ROSTRON. Thirteen thousand six hundred tons.

Senator SMITH. That is the total capacity of your ship, the tonnage?

Mr. ROSTRON. Thirteen thousand six hundred.

Senator SMITH. What is it as to passengers?

Mr. ROSTRON. I can not tell you. I have not come here with any data. I have not looked up anything, and was absolutely unprepared for any questions. I have been too busy.

Senator SMITH. What did you say was the tonnage of your ship?

Mr. ROSTRON. Thirteen thousand six hundred tons.

Senator SMITH. What was the tonnage of the *Titanic*?

Mr. UHLER. It was 45,629 tons.

Senator SMITH. Are these regulations of the British Board of Trade new regulations or old regulations?

Mr. ROSTRON. They are of recent date.

Senator SMITH. The fact that, under these regulations, you are obliged to carry 20 lifeboats and the *Titanic* was only obliged to carry 20, with her additional tonnage, indicates either that these regulations were prescribed long ago——

Mr. ROSTRON (interposing). No, sir; it has nothing to do with that. What it has to do with is the ship itself.

The ships are built nowadays to be practically unsinkable, and each ship is supposed to be a lifeboat in itself. The boats are merely supposed to be put on as a standby. The ships are supposed to be built, and the naval architects say they are, unsinkable under certain conditions. What the exact conditions are, I do not know, as to whether it is with alternate compartments full, or what it may be. That is why in our ship we carry more lifeboats, for the simple reason that we are built differently from the *Titanic*; differently constructed.

Senator SMITH. Approximately how many passengers are provided for on the *Carpathia*? I do not ask you to be accurate about it, but approximately how many?

Mr. ROSTRON. How many did we approximately provide for on the voyage from New York?

Mr. UHLER. What is your British allowance?

Mr. ROSTRON. Two thousand two hundred third, and about 250 first and second combined.

Senator SMITH. That makes 2,450. Give us your crew complement.

Mr. ROSTRON. That, of course, varies. We have about 300 aboard now.

Senator SMITH. How many officers?

Mr. ROSTRON. Six officers.

Senator SMITH. You say the captain of a ship is vested ordinarily with absolute control and discretion over the movements of his vessel?

Mr. ROSTRON. Absolutely. I wish to qualify that, however. By law, the captain of the vessel has absolute control, but suppose we get orders from the owners of the vessel to do a certain thing and we do not carry it out. The only thing is then that we are liable to dismissal.

I shall give you an illustration of what I mean by that, as regards receiving orders, and so on. When I turned back to New York, I sent my message to the Cunard Co. telling them that I was proceeding to New York unless otherwise ordered. You see what I mean there? I said, “For many considerations, consider New York most advisable.”

Senator SMITH. And you immediately reversed your course?

Mr. ROSTRON. I came right around for New York immediately, and returned to New York.

Would you like to know my reasons for coming back to New York?

Senator SMITH. Yes.

Mr. ROSTRON. The first and principal reason was that we had all these women aboard, and I knew they were hysterical and in a bad state. I knew very well, also, that you would want all the news possible. I knew very well, further, that if I went to Halifax, we could get them there all right, but I did not know how many of these people were half dead, how many were injured, or how many were really sick, or anything like that. I knew, also, that if we went to Halifax, we would have the possibility of coming across more ice, and I knew very well what the effect of that would be on people who had had the experience these people had had. I knew what that would be the whole time we were in the vicinity of ice. I took that into consideration. I knew very well that if we went to Halifax it would be a case of a railway journey for these passengers, as I knew they would have to go to New York, and there would be all the miseries of that.

Furthermore, I did not know what the condition of the weather might be, or what accommodation I could give them in Halifax, and that was a great consideration—one of the greatest considerations that made me turn back.

Mr. UHLER. And the chances for fine weather were better coming to New York than going to Halifax?

Mr. ROSTRON. Yes, sir.

Senator SMITH. Your message to your company was practically notice that you had done this?

Mr. ROSTRON. I had done it; but that message did not get off until Monday evening.

Senator SMITH. You were then——

Mr. ROSTRON (interrupting). When I sent that message we had been on our way 12 hours.

Senator SMITH. Captain, is it customary to take orders from a director or a general officer of the company aboard?

Mr. ROSTRON. No, sir.

Senator SMITH. From whom do you take orders?

Mr. ROSTRON. From no one.

Senator SMITH. Aboard ship?

Mr. ROSTRON. At sea, immediately I leave port until I arrive at port, the captain is in absolute control and takes orders from no one. I have never known it in our company or any other big company when a director or a managing owner would issue orders on that ship. It matters not who comes on board that ship they are either passengers or crew. There is no official status and no authority whatever with them.

Senator SMITH. You say, Captain, that you ran under a full head of steam?

Mr. ROSTRON. Yes.

Senator SMITH. Toward the *Titanic*?

Mr. ROSTRON. Yes, sir.

Senator SMITH. Would you have done so in the nighttime?

Mr. ROSTRON. It was in the nighttime. I can confess this much, that if I had known at the time there was so much ice about, I should not; but I was right in it then. I could see the ice. I knew I was perfectly clear.

There is one other consideration: Although I was running a risk with my own ship and my own passengers, I also had to consider what I was going for.

Senator SMITH. To save the lives of others?

Mr. ROSTRON. Yes; I had to consider the lives of the others.

Senator SMITH. You were prompted by your interest in humanity?

Mr. ROSTRON. Absolutely.

Senator SMITH. And you took the chance?

Mr. ROSTRON. It was hardly a chance. Of course it was a chance, but at the same time I knew quite what I was doing. I considered that I was perfectly free, and that I was doing perfectly right in what I did.

Senator SMITH. I suppose no criticism has been passed upon you for it?

Mr. ROSTRON. No.

Senator SMITH. In fact, I think I may say, for my associates, that your conduct deserves the highest praise.

Mr. ROSTRON. I thank you, sir.

Senator SMITH. And we are very grateful to you, Captain, for coming here.

I understand it is your purpose to leave this afternoon?

Mr. ROSTRON. Yes; I think we sail at 4 o'clock.

Senator SMITH. If we should desire to get into communication again, what are your plans for the future? Are you headed for the south of Europe?

Mr. ROSTRON. We go to Gibraltar. I am just going by the same old route as before—Gibraltar, Genoa, Naples, Trieste, Fiume—

Mr. UHLER. Fifty days back to New York?

Mr. ROSTRON. A little less than that. About 43 days back. We sail about every seven weeks.

Senator SMITH. Did I ask you about the number of passengers that died aboard ship on your way to New York?

Mr. ROSTRON. No, sir. None died on the ship, so far as I am aware. We took three bodies from the boats, already dead, and the third man who died on board from exposure, who was taken on board from the lifeboat, was a seaman. I am almost sure of my statement that he was a seaman.

Senator SMITH. In the first lifeboat you say there was only one man?

Mr. ROSTRON. No; only one seaman. I think there were one or two more men. To tell the truth, I am not quite sure how many men there were.

Senator SMITH. Were there any officers?

Mr. ROSTRON. One officer.

Senator SMITH. One officer and one seaman?

Mr. ROSTRON. And one seaman, yes.

Senator SMITH. How many men?

Mr. ROSTRON. I can not tell you. I can not give you the number of any men or seamen in any of the boats, even approximately, now.

Senator SMITH. These lifeboats, of course, were being propelled by oars?

Mr. ROSTRON. Yes, sir.

Senator SMITH. Were there any women using these oars?

Mr. ROSTRON. There were.

Senator SMITH. In how many boats?

Mr. ROSTRON. I saw women, I think, in at least two boats rowing.

Senator SMITH. How many women using the oars?

Mr. ROSTRON. In one I saw two. It is very hard to give the exact number, because one or two of the boats were rather crowded, especially one boat that had got damaged and was foundering. That boat was very crowded. I could not say how many women were pulling. I saw certainly two or three women pulling at the very least. I know, as a matter of fact, in one boat there were two or three women pulling.

Senator SMITH. In what boat did Mr. Ismay come?

Mr. ROSTRON. I have not the faintest idea. The first I knew that Mr. Ismay was aboard was when we got the last boat alongside, and were getting the last passengers aboard.

Senator SMITH. You do not remember the number of seamen in that boat?

Mr. ROSTRON. I have not the faintest idea.

Senator SMITH. Do you remember the number of men in the other boats?

Mr. ROSTRON. I can give you no details of the seamen or anything else. Remember one thing: Unless the sailors were dressed in some distinctive uniform, I could not tell the seamen, firemen, stewards, or passengers.

Senator NEWLANDS. When your ship arrived in New York, were any of the passengers dangerously ill?

Mr. ROSTRON. Not to my knowledge.

Senator NEWLANDS. How many died after you rescued them?

Mr. ROSTRON. None. No passengers died. Only the one seaman.

Senator SMITH. You do not know who took the lifeboats from the *Carpathia*?

Mr. ROSTRON. No.

Senator SMITH. It was probably done by the owners?

Mr. ROSTRON. No; I had previously to this sent a wireless to the White Star Line asking them to send a couple of tugboats down to quarantine to take these boats away, as I would not be able to come into dock with those boats up in the davits or on the forecastle head. There were none there, and so I was worrying about these. It was a dirty night, coming up the river last night, and I was worrying about what I was going to do with the boats. I had the boats lowered half way to the water, to avoid any waste of time. When we got right off the dock, I asked them to send some tugboats out to take the boats away, as I could not dock until they were gotten out of the way. After that, I do not know anything about them.

Senator SMITH. Some complaint has been made because the message of the President of the United States, which was sent the *Carpathia*, was not answered. Do you know anything about that?

Mr. ROSTRON. I heard last night that there was a message about a Maj. Butt. I asked my purser this morning if he remembers any message coming about Maj. Butt, and he said yes, the *Olympic* sent a message asking if Maj. Butt was on board, and it was answered: "Not on board." That is the only thing I know about that message of that name. I do not remember anything else.

Senator SMITH. Was there any attempt to communicate with the *Carpathia* from any Government vessel?

Mr. ROSTRON. Yes; from the *Chester*. I got a message from the *Chester*. The exact words of it I quite forget now; but there was something in it about the President; something, as far as I remember, about his being anxious about the passengers, if I remember right. I was rather worried at the time, as it was foggy, and these messages came up to me on the bridge. I had my hands full. He gave me his position and told me he was coming to take the names of the passengers and wanted my position. So I answered him with my position and asked him if he could take the passengers' names.

I told him the names of the first and second cabin passengers and crew had already gone. I said: "Can you take third-class names now?" I got a reply back: "Yes, yes."

Senator SMITH. From the *Chester*?

Mr. ROSTRON. From the *Chester*. Those are the two messages I got from the *Chester*.

Senator SMITH. Was there any attempt made by anyone to influence you in sending or receiving wireless messages?

Mr. ROSTRON. From the very commencement I took charge of the whole thing and issued orders that every message sent would be sent under my authority, and no message was to be sent unless authorized by me. My orders were: First of all, the two official messages. The two official messages were to the Cunard Co. and the White Star Co., as regards the accident, telling them that I had got an approximate number of passengers aboard and was returning to New York. That was to the White Star Co., and the other one was to our company, of course, telling them that I was proceeding to New York unless otherwise ordered, and considered New York the best, for many considerations.

After those two messages were sent, I sent a press message to the Associated Press, practically in the same words as I had sent to the companies, over my signature.



Those were the three first messages that were sent. After these messages were sent, we began sending in the names of the first-class passengers. This was by the *Olympic* on Monday evening. We got the first, and I think all the second off by the *Olympic*. Then we lost touch.

Senator SMITH. You lost touch?

Mr. ROSTRON. We lost touch; yes.

Senator SMITH. When was that?

Mr. ROSTRON. The hour I could not tell you. It was Tuesday morning some time, very early in the morning, between 1 and 2 I think.

Senator SMITH. How many operators did you have on the *Carpathia*?

Mr. ROSTRON. One.

Senator SMITH. Was he in constant service from the time you received this first message from the *Titanic*?

Mr. ROSTRON. He was constantly at his instrument, the whole time.

Senator SMITH. How old a man is he?

Mr. ROSTRON. He is a young man. I should think he is about 25 years old.

Senator SMITH. Under whose employ?

Mr. ROSTRON. The Marconi Co.

Senator SMITH. What is his name?

Mr. ROSTRON. I can not tell you. I do not know his name.

Senator SMITH. Did you know, of your own knowledge, of the attempt of the President of the United States to communicate directly with your ship?

Mr. ROSTRON. Absolutely not; nothing whatever of that.

Senator SMITH. I gather that there was no intention whatever of either ignoring his message——

Mr. ROSTRON (interposing). My word, I hope not, sir.

Senator SMITH (continuing). Or neglecting it?

Mr. ROSTRON. Absolutely no intention of any such thing, sir. It never entered the minds of anyone.

Senator SMITH. And no one attempted in any way to put a censorship over the wireless service on your ship?

Mr. ROSTRON. Absolutely no censorship whatever. I controlled the whole thing, through my orders. I said I placed official messages first. After they had gone, and the first press message, then the names of the passengers. After the names of the passengers and crew had been sent my orders were to send all private messages from the *Titanic*'s passengers first in the order in which they were given in to the purser; no preference to any message.

Senator SMITH. You picked up a message from the *Californian*, did you not?

Mr. ROSTRON. No; we did not pick up a message. Wait a minute. We knew the *Californian* was about, because the operator had told me he had heard the *Californian* reply to these signals. That is all.

At 8 o'clock in the morning he hove in sight. This was at the wreck, and I left him when I returned to New York at 8.50, I think it was, when I put on full speed to come back. He was searching the vicinity of the wreckage, and I left for New York.

The next day I got a message from the *Californian* saying:

Have searched position carefully up to noon and found nothing and seen no bodies.

Senator SMITH. Did your wireless work right up to the time you intended to use it last?

Mr. ROSTRON. I do not follow your question, sir.

Senator SMITH. Did your wireless fail you at all?

Mr. ROSTRON. Never. The only thing is that we were not fitted up with a long-distance installation. It is only a short-distance outfit, for what we call ship messages, and close to land stations.

Senator SMITH. How far can you communicate?

Mr. ROSTRON. Under good conditions, 200 miles. We only reckon, under ordinary conditions, on 150 miles. Fog, mist, haze, snow, or any other unfavorable weather conditions make it so that we may not get more than 90 to 100 miles.

Senator SMITH. It was rather accidental, then, that you happened to be within the radius of your instrument when you got the *Titanic*?

Mr. ROSTRON. Yes; we were only 58 miles away then.

Senator SMITH. It was providential?

Mr. ROSTRON. The whole thing was absolutely providential. I will tell you this, that the wireless operator was in his cabin, at the time, not on official business at all, but just simply listening as he was undressing. He was unlacing his boots at the time. He had this apparatus on his ear, and the message came. That was the whole thing. In 10 minutes maybe he would have been in bed, and we would not have heard the message.

Senator SMITH. It was a very remarkable coincidence.

Mr. ROSTRON. It was very remarkable, and, as I say, the whole thing was providential, as regards our being able to get there in time.

Mr. UHLER. You could receive from a long distance, but you could not send a response?

Mr. ROSTRON. We can always take from a long distance, yes.

Mr. UHLER. You have a low-powered machine?

Mr. ROSTRON. Yes.

Senator SMITH. From what you heard from the passengers or crew of the *Titanic*, do you know whether any of them saw the *Titanic* sink finally?

Mr. ROSTRON. Yes; several of the passengers to whom I have spoken saw the ship sink.

Senator SMITH. Do you remember who they were?

Mr. ROSTRON. I think Mrs. Thayer was one.

Senator SMITH. Mrs. J. B. Thayer?

Mr. ROSTRON. Yes; and her son Jack; and Mrs. Wagner.

Senator SMITH. And Col. Gracie?

Mr. ROSTRON. I do not remember. I do not know the names of any of the people who were saved. I never came across them.

Senator SMITH. You never talked with them?

Mr. ROSTRON. I had no opportunity to do so.

Senator SMITH. You were kept very busy?

Mr. ROSTRON. Yes.

Senator NEWLANDS. Captain, how many more lifeboats could you accommodate on the *Carpathia* than you have now?

Mr. ROSTRON. Under the present conditions, and of course if they were ordinary lifeboats, I do not believe we could take more than six,

at the very outside. Of course, that is absolutely lumbering the deck up, as it is.

Senator NEWLANDS. It would be lumbering the deck up, and you would only have space for 26 in all?

Mr. ROSTRON. Yes.

Senator NEWLANDS. And that would lumber up the deck to some extent?

Mr. ROSTRON. Yes. Not the passenger decks. It has nothing to do with the passenger decks. It would not lumber up the passenger decks. It would be deck space that is not utilized by passengers that would be lumbered up, not the promenade decks.

Senator NEWLANDS. I see. Would that additional number work much additional inconvenience upon that deck?

Mr. ROSTRON. No; I do not think so.

Senator NEWLANDS. Take the case of the *Titanic*, whose tonnage was more than three times as great as that of the *Carpathia*, which had, I believe, the same number of lifeboats as the *Carpathia*?

Mr. ROSTRON. Yes, sir.

Senator NEWLANDS. How many additional lifeboats could that vessel accommodate without inconvenience?

Mr. ROSTRON. I have not the faintest idea, sir, what the *Titanic* was like. I believe she is a sister ship of the *Olympic*. I have seen the *Olympic* once, when she was at the end of our dock. I have no idea of her construction. That is all I have seen of her.

Senator NEWLANDS. You think she could accommodate considerably more, do you not?

Mr. ROSTRON. If she could not accommodate them she could be made to accommodate them. If they build the ship knowing that she is only to carry 16 lifeboats they will utilize the space otherwise.

Senator NEWLANDS. How do you account for the fact that the Board of Trade of England, as the size of these ships has increased, has not compelled an increase in the number of lifeboats? Your maximum, as I understand, is 20 boats, is it not?

Mr. ROSTRON. Yes; I believe it is. But they have compelled a different construction of the ship itself. That is where the thing has come in.

Senator NEWLANDS. You regard each ship itself as a lifeboat?

Mr. ROSTRON. Yes, sir.

Senator NEWLANDS. That expectation was not realized in the case of this ship?

Mr. ROSTRON. It has been an abnormal experience as regards the *Titanic*.

Senator SMITH. Have you any kind of knowledge at all regarding the force of the impact which wrecked the *Titanic*?

Mr. ROSTRON. I know nothing about it, sir. I have not asked any questions about this kind of business. I knew it was not my affair, and I had little desire to make any of the officers feel it any more than they did. Mind you, sir, there is only this: I know nothing, but I have heard rumors of different passengers; some will say one thing and some another. I would, therefore, rather say nothing. I do not know anything. From the officers I know nothing. I could give you silly rumors of passengers, but I know they are not reliable, from my own experience; so, if you will excuse me, I would prefer to say nothing.



Senator SMITH. I think that is all, Captain, and I want to thank you for your courtesy in appearing before the committee and giving us the information at your disposal.

Senator NEWLANDS. As to the equipment of these lifeboats, what are the requirements as to food and compass, and so on?

Mr. ROSTRON. They are all supplied with compass, and with water breakers and with bread tanks.

Mr. UHLER. And with mast and sail?

Mr. ROSTRON. And with mast and sail.

Mr. UHLER. And gear?

Mr. ROSTRON. And all the necessary gear.

Senator NEWLANDS. Do you know whether those conditions were complied with with reference to these boats on the *Titanic*?

Mr. ROSTRON. As far as I can see, yes. I can tell you this, that I saw myself both water and biscuits in the boats, not all, of course, but one or two where the men were working about when we secured them. We put them on board our ship and we had to secure them, and under certain conditions we had to come up against the boats and look into them, and there were two or three boats where I did see both water and bread in the boats; and all of the boats had the bread tanks. That I know for certain. And they also had water breakers.

Senator SMITH. We are very much obliged to you, Capt. Rostron.

Mr. ROSTRON. You are quite welcome, sir. If there is anything further I can do, I shall be very glad.

Senator SMITH. After the recess I should like to have Mr. Marconi appear before us for a few minutes.

Mr. MARCONI. I shall be very glad to do so, Senator.

Senator SMITH. And the operator.

Mr. GRIGGS. He will be here by 3 o'clock, Senator.

Senator SMITH. That is, the operator from the *Carpathia*. Also the operator from the *Titanic*.

Mr. GRIGGS. He is not able to come. I am afraid the committee will have to go to him.

Mr. ROSTRON. Both his ankles and back are injured, although the last two days he was carried up into the Marconi operating room of the *Carpathia* to assist our operator all he could.

Mr. J. A. HUGHES. Mr. Chairman, I want to make a brief statement.

A statement has been made in the press with reference to myself, concerning which I wish to say this:

I received this telegram:

HUNTINGTON, W. VA.

JAMES A. HUGHES:

You are quoted in press reports declaring, following Mrs. Smith's story, that Ismay should be lynched. Please wire us, day press rate collect, 500 words, your view of *Titanic* disaster.

THE ADVERTISER.

To that I have sent this in reply:

HUNTINGTON ADVERTISER,

Huntington, W. Va.:

Press reports untrue. My daughter said nothing that would bring any such statement from me. I may have said, if investigation showed neglect of any officer, no punishment was too severe for him. Ismay was somewhat criticized by some for being among the men who were rescued. My daughter had no criticism of him. The press report will give full information as to details. Ismay gave what Senate committee considered a fair statement before the committee. He is subject to further

all from the Senate committee. Captain of *Carpathia* before Senate committee testifying now. My daughter states all possible aid was given them by the captain of *Carpathia* and officers of *Carpathia*.

Senator SMITH. We will take a recess until 3 o'clock this afternoon.

Whereupon, at 1.20 o'clock p. m., a recess was taken until 3 o'clock p. m.

AFTERNOON SESSION.

At the expiration of the recess the hearing was resumed.

Senator SMITH. The inquiry will now be resumed. I wish to ask Mr. Marconi a few questions.

STATEMENT OF MR. GUGLIELMO MARCONI.

Senator SMITH. Mr. Marconi, will you give the reporter your full name?

Mr. MARCONI. Guglielmo Marconi.

Senator SMITH. State your place of residence, please.

Mr. MARCONI. London, England.

Senator SMITH. Your vocation?

Mr. MARCONI. Electrical engineer and chairman of the British Marconi Co.

Senator SMITH. As chairman of the British Marconi Co. have you men employed in wireless telegraphy?

Mr. MARCONI. Yes; a great number.

Senator SMITH. Did you have one of your employees on the *Carpathia*?

Mr. MARCONI. Yes, sir.

Senator SMITH. When she went to the rescue of the survivors of the *Titanic*?

Mr. MARCONI. Yes, sir.

Senator SMITH. What was his name?

Mr. MARCONI. I believe it is Cottam. I only met this man last night. I do not know how his name is spelled exactly. Cottam, I think. He is here.

Senator SMITH. In the establishment of the wireless service on boats of that character, is it done under the direction of your company?

Mr. MARCONI. Yes, sir.

Senator SMITH. Is the operator responsible to your company?

Mr. MARCONI. He is responsible in so far as the commercial work goes—as to accounting for messages and the general conducting of a commercial telegraphic service.

Senator SMITH. From whom does he receive instructions as to his hours of labor and his general work in that capacity aboard ship?

Mr. MARCONI. From the captain, according to the exigencies of the service.

Senator SMITH. Have you any specific instructions that he is called upon to observe in the performance of his duty?

Mr. MARCONI. Yes, there are numerous instructions which are general rules and regulations for expediting the traffic and for preventing interference with other ships.

Senator SMITH. Can you state briefly what those instructions are?

Mr. MARCONI. They are, in the main, the same rules and regulations as are enacted by the International Convention on Wireless Telegraphy.

Senator SMITH. Known as the Berlin treaty?

Mr. MARCONI. Known as the Berlin treaty, to which Great Britain is a party.

Senator SMITH. The United States is not yet a party?

Mr. MARCONI. It is not yet effectively a party, I understand.

Senator SMITH. The regulations of the international convention are the basis of your regulations and instructions to your men?

Mr. MARCONI. Yes; absolutely.

Senator SMITH. On shipboard must the operator take his instructions as to the hours of labor from the captain of the ship?

Mr. MARCONI. Yes.

Senator SMITH. Under these instructions are you required to have more than one operator on a ship making a voyage of this character?

Mr. MARCONI. No—it depends. If the ship is a large one, usually two operators are supplied.

Senator SMITH. Do you mean the supplying of two operators depends upon the size of the ship or upon the character of the apparatus?

Mr. MARCONI. I mean if it is a large ship like the *Titanic*, the *Olympic*, the *Mauretania*, or the *Lusitania* they always carry two operators, but the smaller ships of the class or size of the *Carpathia* carry one.

Senator SMITH. When you refer to large or small ships, do you refer to the matter of tonnage or to the matter of passenger room?

Mr. MARCONI. I refer to the average number of passengers carried. The number carried or the number for whom accommodation is provided. We generally presume that a ship with large passenger accommodations will carry a great number of passengers.

Senator SMITH. Was any effort made, to your knowledge, to increase the number of operators on the *Carpathia*?

Mr. MARCONI. It was not considered necessary, and the ship-owners did not consider it necessary either so far as I am aware.

Senator SMITH. With what kind of wireless service or equipment is the *Carpathia* provided?

Mr. MARCONI. The *Carpathia* is provided with an equipment which I should call a short-distance equipment; it is an apparatus which can transmit messages, under favorable circumstances, up to about 180 or 200 miles. On the average I should say the distance is about 100 miles.

Senator SMITH. Does this depend upon the weather or the sea?

Mr. MARCONI. It depends on numerous circumstances. It depends on the state of space; not necessarily the apparent weather. It may be a very bad day and still the messages may go all right. It also depends to a large extent on the skill of the operator.

Senator SMITH. As to the distance within which communication may be effected?

Mr. MARCONI. Yes. If he can adjust his transmitter to its best condition, approaching its greatest efficiency, he will effect communication at the greatest distance.

Senator SMITH. Referring to the equipment on the *Carpathia*, its maximum efficiency would be about 180 miles?

Mr. MARCONI. I should say perhaps 200.

Senator SMITH. Two hundred miles?

Mr. MARCONI. Sometimes perhaps more, but on very rare occasions.

Senator SMITH. Do you know about the equipment of the *Titanic*?

Mr. MARCONI. Yes.

Senator SMITH. Was the *Titanic* equipped by your company?

Mr. MARCONI. The *Titanic* was equipped by my company.

Senator SMITH. I wish you would describe the wireless equipment of the *Titanic*, stating the character of the apparatus and how modern and powerful it was.

Mr. MARCONI. The wireless equipment on the *Titanic* was a fairly powerful set, capable, I should say, of communicating four or five hundred miles during the daytime and much farther during the nighttime.

Senator SMITH. How much farther during the nighttime?

Mr. MARCONI. Very often a thousand miles. I should say almost every night 1,000 miles.

Senator SMITH. With accuracy?

Mr. MARCONI. With accuracy.

Senator SMITH. Would you say that the *Titanic* was equipped with the latest and best wireless apparatus?

Mr. MARCONI. Yes. I should say it was the latest apparatus for that purpose.

Senator SMITH. Did the company of which you are president designate the operators for the *Titanic*?

Mr. MARCONI. Do you mean did it choose the operators?

Senator SMITH. Yes; or assign them?

Mr. MARCONI. They assign them generally in consultation with the shipping companies. They consult the shipping companies in regard to them.

Senator SMITH. What is the ordinary pay for a wireless telegrapher?

Mr. MARCONI. In England, on British ships, I think they commence about 30 shillings a week, and they go up to over £2 per week. In addition to that, they get their board and lodging. I am speaking now subject to some error, because it is some time since I have been directly connected with those matters. I have a managing director who attends to the question of salaries.

Senator SMITH. Your statement is correct, as far as you have made it?

Mr. MARCONI. Yes, sir.

Senator SMITH. In America what is the wage?

Mr. MARCONI. I am not aware of the exact wage paid in America. An official of the American company is present, and he would be able to give you an accurate reply.

Senator SMITH. How many operators were on the *Titanic*?

Mr. MARCONI. I believe there were two.

Senator SMITH. Did they both survive, do you know?

Mr. MARCONI. No, sir. One was drowned; died. He was the chief operator, I am informed.

Senator SMITH. And the other?

Mr. MARCONI. And the other was picked up, I believe. He got on a raft, on a collapsible boat, and he was rescued by the *Carpathia*, having been wounded in his ankles or his legs.

Senator SMITH. At any time during Sunday last, were your offices here in communication with the *Titanic*?

Mr. MARCONI. I can not answer that, but I can produce a person who can.

Senator SMITH. Have you been in communication with the *Carpathia* since the disaster to the *Titanic*?

Mr. MARCONI. I believe so; at least a great number of messages have come through from the *Carpathia* to my knowledge. I sent no message to the *Carpathia*, nor did I receive any.

Senator SMITH. Did your company?

Mr. MARCONI. My company has.

Senator SMITH. Your company has received no messages?

Mr. MARCONI. Yes; my company I believe has.

Senator SMITH. It has both sent and received messages?

Mr. MARCONI. I believe so; I have no personal knowledge, but I think they have.

Senator SMITH. Would you say from what you know about the receipt of messages sent from and to the ship that the wireless was working fairly well?

Mr. MARCONI. I believe it was working fairly well.

Senator SMITH. You believe it was in good order?

Mr. MARCONI. In good order; yes.

Senator SMITH. Where is the operator of the *Titanic* who survived?

Mr. MARCONI. The operator of the *Titanic* is on another Cunard boat; I believe at the dock; I think the *Saxonia*. He has been removed there, but he is unable to walk in consequence of the injury to his ankles.

Senator SMITH. He has not been in the hospital?

Mr. MARCONI. No; I do not think he has.

Senator SMITH. What boat did you say he was on?

Mr. MARCONI. I think the *Saxonia*.

Senator SMITH. Do you know why he is on the *Saxonia*?

Mr. MARCONI. Because the *Carpathia* was to have sailed.

Senator SMITH. To-day?

Mr. MARCONI. To-day; and of course he did not belong to the *Carpathia*. He was just on board.

Senator SMITH. When does the *Saxonia* sail?

Mr. MARCONI. I do not know.

Senator SMITH. It is not the intention of this operator to return to England immediately, is it?

Mr. MARCONI. No; I do not think it is, and it is not my intention, either, that he should.

Senator SMITH. Have you any authority over him?

Mr. MARCONI. I have the authority that the president of a company has over one of the employees.

Senator SMITH. May I request you to have him remain and present himself to the committee as soon as agreeable?

Mr. MARCONI. Yes, sir; I shall be very glad to instruct him to that effect.

Senator SMITH. Where is the operator of the *Carpathia*?

Mr. MARCONI. The operator of the *Carpathia* was instructed to be here at 3 o'clock.

Senator SMITH. Is he here?

Mr. MARCONI. I do not see him. We might have him called. Cottam is his name.

Mr. JOHN W. GRIGGS. He is not here.

Mr. MARCONI. He went on board ship to take his clothes off.

Senator SMITH. And will be back here?

Mr. MARCONI. He should be back here now.

Senator SMITH. I wish you would also ask him to remain.

Mr. MARCONI. Yes, sir.

Mr. GRIGGS. Mr. Chairman, if you will allow me, I wish to say that the operator of the *Carpathia* as well as the assistant operator of the *Titanic* have been detained at the instruction of the officers of the company for the purpose of being at the service of this committee.

Senator SMITH. I understand that, Governor.

Mr. GRIGGS. They will be detained as long as is necessary for this committee to hear them. With reference to the one from the *Titanic*, I doubt very much whether he can be removed from his present quarters without great inconvenience.

Senator SMITH. I understand, Governor, from the officers that that is their disposition, but this being the president of the Marconi Co. I thought I would like to get into the record his affirmative promise that that should be done.

Mr. MARCONI. Perhaps I should make one explanation. When I say I am the president of the Marconi Co. these operators are really in the employ of a subsidiary company of what we call the Marconi Co., but this company is controlled by the company of which I am the chairman.

Senator SMITH. But it is sufficient to say that you feel that you have influence enough to carry out the wishes of the committee?

Mr. MARCONI. Yes, sir.

Senator SMITH. I want to know if you can tell me from your own knowledge whether there was any general interference from the time this collision occurred at sea on the part of experimental or rival service to the detriment of this service.

Mr. MARCONI. I should say, if you will allow me, that I have only seen these operators for a few minutes; and not having been there, I can not give a very definite answer to that question. They, no doubt, will be able to reply to it fully, but in so far as my impression goes, it is that near New York there was some slight interference, but at a distance from New York, when the *Carpathia* was communicating with stations in Long Island and in Nova Scotia, there was practically no interference.

Senator SMITH. Can you tell how wide an area was communicated with from the *Carpathia*, generally speaking—considering, for instance, a wireless of the character you describe?

Mr. MARCONI. Yes.

Senator SMITH. And put them in communication with your office here. In the course of that message, how far from its original point of destination would a message of that kind extend?

Mr. MARCONI. Of course, the message, I should say, does not come direct to our office.

Senator SMITH. Well, to your—

Mr. MARCONI. It is taken on a coast station.

Senator SMITH. To your coast station, then.

Mr. MARCONI. Then it is sent on by wire to the office.



Senator SMITH. When I referred to your office, I meant coast station.

Mr. MARCONI. The wireless message, or the waves of ships equipped in the way that the *Carpathia* is equipped, would affect a space which is that contained in a circle of the diameter of three or four hundred miles. The radius of the station being 200 miles, it will affect a space of 200 miles all around. I am now talking about the maximum range.

Senator SMITH. Then interference would be quite possible?

Mr. MARCONI. Interference would be quite possible, assuming that interferent stations or parties were using the same wave length as the *Carpathia*. Fortunately they use different wave lengths; and you can not interfere while using different wave lengths.

Senator SMITH. What wave length would be required on such a communication as the *Carpathia* first made to your shore stations?

Mr. MARCONI. I should say they were using a 600-meter wave, which is one of the international convention waves. I have not the information in regard to that, but I assume it.

Senator SMITH. Is that the minimum of the international convention?

Mr. MARCONI. No; that is the longest.

Senator SMITH. I mean the maximum.

Mr. MARCONI. Yes, sir; the maximum. The shortest is 300.

Senator SMITH. And the minimum is 300?

Mr. MARCONI. Yes.

Senator SMITH. This was the maximum wave length—

Mr. MARCONI. Yes.

Senator SMITH. Prescribed by the international convention?

Mr. MARCONI. Yes, sir.

Senator SMITH. Would the instrument of the *Carpathia* have been able to send a greater wave length than 600?

Mr. MARCONI. I do not think so.

Senator SMITH. Did you hear the captain of the *Carpathia* testify?

Mr. MARCONI. I heard the end of his evidence; just the latter part.

Senator SMITH. Did you hear him say that they caught this message from the *Titanic* providentially?

Mr. MARCONI. I heard him say that.

Senator SMITH. That the operator was removing his shoes and about to retire?

Mr. MARCONI. Yes, sir; I quite admit that it was providential.

Senator SMITH. And that in five minutes more communication would have been impossible?

Mr. MARCONI. It was absolutely providential. I agree with the captain.

Senator SMITH. If this operator is not at his post of duty, has the wireless message no signal to arouse him?

Mr. MARCONI. Not the way it is installed on most boats.

Senator SMITH. Did it have on this boat?

Mr. MARCONI. It had not, so far as I am aware.

Senator SMITH. Did it have on the *Titanic*?

Mr. MARCONI. I do not think so.

Senator SMITH. So that it is absolutely necessary that the operator should be at his post all the time in order to facilitate or give effect to communications from ships or coast stations?

Mr. MARCONI. Yes, sir; or ships in distress, I should say.

Senator SMITH. Ships in distress and coast stations?

Mr. MARCONI. And coast stations. Of course, if a coast station or ship calls another ship and the operator does not answer, he simply waits until later, till the operator is awake or until he has come back. I am referring to the ordinary commercial communications.

Senator SMITH. Yes. But later in this instance would have probably meant that all these passengers and crew that were saved would have been lost.

Mr. MARCONI. Yes, sir; I quite admit that.

Senator SMITH. Do you recall any international regulations of the Berlin convention or any provision relating to that matter?

Mr. MARCONI. I do not think there is any provision in regard to that matter.

Senator SMITH. Ought it not be incumbent upon ships at sea who have the wireless apparatus to have an operator always at his key?

Mr. MARCONI. I think it certainly should be. Of course, it might come rather hard on small ships. The shipowners will not like the expense of two men.

Senator SMITH. On the English basis of wage it would not be very serious?

Mr. MARCONI. No; it would not be, but it is very much a matter that affects the shipowners; they do not like to carry two operators when they can get along with one.

Senator SMITH. On the *Titanic*, if you know, was there a constant relay?

Mr. MARCONI. You mean a constant lookout? Constant attention?

Senator SMITH. Yes.

Mr. MARCONI. Yes; there should be and there was.

Senator SMITH. That was the purpose of having two operators?

Mr. MARCONI. That was the purpose of having two operators, and also for the purpose of handling the greater number of messages which come to a larger and more important ship.

Senator SMITH. Are those men of equal skill?

Mr. MARCONI. Usually there is one man in charge who is an experienced man, and the other man is also a telegraphist, but a junior man of less experience.

Senator SMITH. And less remuneration?

Mr. MARCONI. Yes, sir. I should, if you will allow me, state that all the wireless telegraphists employed on British ships have to get a license of competency from the English Government, or they are not allowed to operate.

Senator SMITH. Does that go to their competency as operators?

Mr. MARCONI. I think it does.

Senator SMITH. Does it include their character as man?

Mr. MARCONI. Yes, sir.

Senator SMITH. And general fitness?

Mr. MARCONI. And general fitness.

Senator SMITH. Do you have much difficulty in supplying your stations with operators?

Mr. MARCONI. Sometimes we have. It takes some time to train them. We train them at a school of ours.



Senator SMITH. Do you have any regulations that touch the question of their habits?

Mr. MARCONI. They have to be subject to the discipline of the ship. They must obey the captain, as every one aboard a ship has to do, and of course they have to behave in a decent manner on shore. They must not discredit the service in any way.

Senator SMITH. I should like to ask whether, in your opinion, the amateur operators of wireless stations are calculated to minimize the effectiveness of practical work on land and sea?

Mr. MARCONI. I think it does effectively minimize or hamper the useful communications, because on an occasion like this I was told—I always want confirmation from a man who was there—but, if I remember correctly, I was told last night that a great number of unknown stations called up the captain for news.

Senator SMITH. Unknown stations?

Mr. MARCONI. Yes, sir. Of course the ship would not reply except to the authorized stations sending traffic. That causes interference and causes trouble.

In England, of course, that is impossible, because stations are not allowed to do that.

Senator SMITH. How long has wireless telegraphy been a practical science?

Mr. MARCONI. I think it has been a practical science since—you mean in regard to shipping?

Senator SMITH. In regard to shipping.

Mr. MARCONI. I should say since 1900. Of course, great improvements have been made since.

Senator SMITH. Who made the first successful experiment?

Mr. MARCONI. On ships?

Senator SMITH. Yes.

Mr. MARCONI. I think I did myself.

Senator SMITH. In what year?

Mr. MARCONI. In 1897.

Senator SMITH. Since that time have you found it efficient in cases of a similar character?

Mr. MARCONI. To that of the *Titanic* and *Carpathia*? Yes; I am very glad to say that it has been of paramount utility in a great number of cases.

Senator SMITH. In what cases?

Mr. MARCONI. The most important, looking backward, was the collision which occurred between the *Republic*, of the White Star Line, and the *Florida*, near Nantucket, when assistance was summoned; and, fortunately, in that case practically everyone was saved.

Other cases have occurred with other ships. I remember a lightship in the English Channel which was run down over 10 years ago which obtained assistance by the same means; and one of the Cunard liners got into trouble sometime ago—a long time ago—and summoned assistance by the same methods. Of course the two important and sensational cases in which it has proved of utility have been the wreck of the *Republic* and this disaster to the *Titanic*.

Senator SMITH. Do you regard the Berlin convention as a step in the direction of the international utility of wireless telegraphy?

Mr. MARCONI. I think in regard to shipping and shore stations it is a good regulation. It is a means for regulating the working and

preventing interference; provided, however, that it is administered in a fair manner by the Governments concerned.

Senator SMITH. How many wireless stations are there now in the United States; do you know?

Mr. MARCONI. I do not know exactly, but there is a fair number.

Senator SMITH. What is the maximum distance over which communications may be accurately made?

Mr. MARCONI. The longest distance I can recall is from Ireland to the Argentine Republic.

Senator SMITH. From where?

Mr. MARCONI. Ireland.

Senator SMITH. From what point?

Mr. MARCONI. Clifton, Ireland, to Buenos Aires.

Senator SMITH. In the Argentine Republic?

Mr. MARCONI. Yes; in the Argentine Republic. That is 6,000 miles.

Senator SMITH. Have you personal knowledge of the correctness of that?

Mr. MARCONI. I have personal knowledge, because I was at the receiving end when the message was received.

Senator SMITH. You were at the receiving end?

Mr. MARCONI. I was in South America, at Buenos Aires. My assistants were in Ireland.

Senator SMITH. What wave length was used in that test?

Mr. MARCONI. A wave length of between 7,000 and 8,000 meters, 25,000 feet.

Senator SMITH. In that test was there any mountainous obstructions?

Mr. MARCONI. There was a part of the coast of Brazil intervening between the two.

Senator SMITH. And that is mountainous?

Mr. MARCONI. That is mountainous in that part.

Senator SMITH. Was the *Californian* equipped with wireless?

Mr. MARCONI. I do not know.

Senator SMITH. It was not equipped by you?

Mr. MARCONI. I could not say one way or the other. I should say that I travel about a great deal and ships are equipped in England when I am not there.

Senator SMITH. Have you made any experiments in transoceanic service of that character?

Mr. MARCONI. Yes, sir. It is employed at present for transmitting messages between Canada and Ireland, a place called Glace Bay in Canada, and another place called Clifton, in Ireland.

Senator SMITH. Is that assuming a practical phase?

Mr. MARCONI. That is on a practical and commercial basis, the distance being approximately 2,000 miles between the two points.

Senator SMITH. What wave length is required?

Mr. MARCONI. The wave length there is 7,000 meters.

Senator SMITH. When was that communication between Ireland and Buenos Aires?

Mr. MARCONI. It was in October, in 1910.

Senator SMITH. Is there any proficiency test prescribed by any special board in England?

Mr. MARCONI. Yes; the operators have to pass a proficiency test before the post-office authorities, which control the telegraphs in England.

Senator SMITH. Is there any in this country?

Mr. MARCONI. I believe there is now.

Senator SMITH. How recently?

Mr. MARCONI. Since a law was passed compelling passenger-carrying vessels to carry wireless-telegraph apparatus.

Senator SMITH. About two years ago?

Mr. MARCONI. About two years ago.

Senator SMITH. There seems to be a distinction between commercial business and distress or emergency business, ships' business. Why should that be so?

Mr. MARCONI. For this reason: The commercial business is paid for and accounted for between the ships and the shore stations and organizations working the telegraphs on land, whilst, of course, for distress messages and messages affecting the safety of ships no charge is made and is not in itself a commercial business.

Senator SMITH. The Berlin convention, however, rather exalts the emergency phase of wireless telegraphy, giving to distress calls the precedence over all other calls, does it not?

Mr. MARCONI. Yes, sir; it has copied us in that, because that was one of our provisions before there was any Berlin convention.

Senator SMITH. It even takes precedence of Government business, does it not?

Mr. MARCONI. Even of Government business; yes.

Senator SMITH. Mr. Marconi, were any orders given by the Marconi Co. to the operators or the operator on the *Carpathia*, with reference to the receipt and answer of messages?

Mr. MARCONI. None whatever.

Senator SMITH. Do you know anything about the effort of the President of the United States to communicate with the *Carpathia*?

Mr. MARCONI. Except what I have read in the newspapers.

Senator SMITH. But, so far as you know, there was no disposition to censorize or control the operator of the *Carpathia*?

Mr. MARCONI. There was none whatever; and further, I was very much surprised at the things that were stated in the press, that a reply had been refused or had not been transmitted.

Senator SMITH. Do you know whether there was a reply refused?

Mr. MARCONI. Only from what I saw in the press. I might say that the operator, of course, can speak for himself; but I asked him that question last night when I boarded the *Carpathia* and he told me that he never dreamed of refusing to reply to a message sent by the President.

Senator SMITH. I think that is all. We are much obliged to you

#### TESTIMONY OF CHARLES HERBERT LIGHTOLLER.

Mr. Lightoller was sworn by the chairman.

Senator SMITH. What is your name?

Mr. LIGHTOLLER. Charles Herbert Lightoller.

Senator SMITH. Mr. Lightoller, where do you reside?

Mr. LIGHTOLLER. Netley Abbey, Hampshire.

Senator SMITH. England?

Mr. LIGHTOLLER. England.

Senator SMITH. How old are you?

Mr. LIGHTOLLER. Thirty-eight.

Senator SMITH. What is your business?

Mr. LIGHTOLLER. Seaman.

Senator SMITH. How long have you been in that service or employment?

Mr. LIGHTOLLER. Thirteen years and three months.

Senator SMITH. How extensive has been your service in that time?

Mr. LIGHTOLLER. I do not quite follow you.

Senator SMITH. How much service have you seen? In what capacities?

Mr. LIGHTOLLER. In all the capacities in the White Star service—fourth, third, second, and first officer.

Senator SMITH. You have been in the White Star service during all that time?

Mr. LIGHTOLLER. Yes, sir.

Senator SMITH. What official positions do you say you have held?

Mr. LIGHTOLLER. Fourth, third, second, and first officer.

Senator SMITH. What position do you occupy now?

Mr. LIGHTOLLER. Second officer of the *Titanic*.

Senator SMITH. How long have you been second officer?

Mr. LIGHTOLLER. Altogether, about seven years.

Senator SMITH. When did you go aboard the *Titanic*?

Mr. LIGHTOLLER. In Belfast.

Senator SMITH. When?

Mr. LIGHTOLLER. March 19 or 20.

Senator SMITH. Did you make the so-called trial trips?

Mr. LIGHTOLLER. Yes, sir.

Senator SMITH. Of what did they consist?

Mr. LIGHTOLLER. Turning circles and adjusting compasses.

Senator SMITH. In what waters?

Mr. LIGHTOLLER. Belfast Lough.

Senator SMITH. How extensive is that lough?

Mr. LIGHTOLLER. I can hardly say offhand without seeing a chart.

Senator SMITH. Have you any data here that shows?

Mr. LIGHTOLLER. No.

Senator SMITH. Just state as nearly as you can.

Mr. LIGHTOLLER. It may be about 15 miles long, widening out from a few miles wide to perhaps 7 miles. That is only approximate, sir.

Senator SMITH. Have you ever been in that water before?

Mr. LIGHTOLLER. Only passing through.

Senator SMITH. How did you happen to pass through it?

Mr. LIGHTOLLER. Going into Belfast or coming out bound to some port. I do not mean in an official capacity; as a passenger. I have been through it in an official capacity about 11 years ago.

Senator SMITH. Is that water usually selected for these trial tests for new ships?

Mr. LIGHTOLLER. Yes.

Senator SMITH. What was the condition of the weather when you made this trial test?

Mr. LIGHTOLLER. Light breeze, clear weather, sir.

Senator SMITH. From the time you boarded the *Titanic* did you at any time encounter any rough weather?

Mr. LIGHTOLLER. No, sir.

Senator SMITH. You were always in smooth water, so called?

Mr. LIGHTOLLER. Yes, sir.

Senator SMITH. Does that include up to the time of this collision?

Mr. LIGHTOLLER. Yes, sir.

Senator SMITH. Of what do these trial tests consist?

Mr. LIGHTOLLER. Turning circles.

Senator SMITH. I wish you would describe that a little more fully. Under what head of steam and how fast would the boat be moving?

Mr. LIGHTOLLER. Under various speeds.

Senator SMITH. In how large a radius would these circles be made?

Mr. LIGHTOLLER. Turning circles consists of seeing in what space the ship will turn under certain helms with the engines at various speeds.

Senator SMITH. Was this boat tested at its maximum speed?

Mr. LIGHTOLLER. That I could not say, sir.

Senator SMITH. What was the maximum speed of this boat?

Mr. LIGHTOLLER. I could not say, sir. She was never put, to my knowledge, to her maximum speed.

Senator SMITH. What did you understand it to be?

Mr. LIGHTOLLER. About 22½ to 23 knots.

Senator SMITH. From whom did you get that information?

Mr. LIGHTOLLER. General rumor, sir.

Senator SMITH. Did you talk with the boat's officers?

Mr. LIGHTOLLER. From talk generally, yes. It was only an approximate idea.

Senator SMITH. How much time was spent in the test?

Mr. LIGHTOLLER. I could not say exactly.

Senator SMITH. Approximately?

Mr. LIGHTOLLER. About five hours.

Senator SMITH. During that time those circles were made?

Mr. LIGHTOLLER. Yes, sir.

Senator SMITH. And the ship reversed?

Mr. LIGHTOLLER. Yes, sir.

Senator SMITH. And put on a straight course?

Mr. LIGHTOLLER. Yes, sir.

Senator SMITH. And under full head?

Mr. LIGHTOLLER. I could not say, sir. She steamed for a certain distance under approximately a full head of steam; but how much steam was on I could not say, or what pressure of steam.

Senator SMITH. How many engines were there in this boat?

Mr. LIGHTOLLER. Two reciprocating and one turbine.

Senator SMITH. Were they all working on the trial test?

Mr. LIGHTOLLER. So far as I know, sir.

Senator SMITH. What do you know about that? Were you in the engine room?

Mr. LIGHTOLLER. No, sir; I was on my station, aft.

Senator SMITH. Where was your station?

Mr. LIGHTOLLER. The after end of the ship.

Senator SMITH. Then you would not, of your own knowledge, know whether its entire power was being tested out or not?

Mr. LIGHTOLLER. I should not; no, sir.

Senator SMITH. Five hours was the length of time spent in making those tests?

Mr. LIGHTOLLER. Approximately the length of time occupied in turning those circles.

Senator SMITH. What was the next thing that was done with the ship?

Mr. LIGHTOLLER. She was run a certain distance on a comparatively straight course and back again.

Senator SMITH. How far?

Mr. LIGHTOLLER. I could not say without a chart, sir.

Senator SMITH. How long did it take you?

Mr. LIGHTOLLER. Approximately four hours.

Senator SMITH. To make the straight run?

Mr. LIGHTOLLER. Yes, sir.

Senator SMITH. And return?

Mr. LIGHTOLLER. And return.

Senator SMITH. Four hours all together, two out and two back?

Mr. LIGHTOLLER. Two out and two back. That is only approximate.

Senator SMITH. Would you think from what you observed in the movements of this ship that it was going pretty fast?

Mr. LIGHTOLLER. For a ship of that size, a fair speed.

Senator SMITH. Fair speed?

Mr. LIGHTOLLER. A fair speed.

Senator SMITH. What would you call real good speed?

Mr. LIGHTOLLER. When the ship was built, we only expected her to go 21 knots, therefore all over 21 we thought very good.

Senator SMITH. This ship exceeded 21 knots?

Mr. LIGHTOLLER. On the trials? I am not speaking of the trials. I do not know what the speed was; I have no idea.

Senator SMITH. But I understand you to say that you expected to get 21 knots out of her?

Mr. LIGHTOLLER. The builders, I presume, expected to get 21.

Senator SMITH. That was the general rumor?

Mr. LIGHTOLLER. Yes.

Senator SMITH. Among the officers?

Mr. LIGHTOLLER. Yes.

Senator SMITH. I suppose that was the hope, too, of the officers?

Mr. LIGHTOLLER. Exactly.

Senator SMITH. What boat had you been on before you went on board the *Titanic*?

Mr. LIGHTOLLER. The *Oceanic*.

Senator SMITH. The *Oceanic*, of the same line?

Mr. LIGHTOLLER. Of the same line.

Senator SMITH. How large a boat is the *Oceanic*?

Mr. LIGHTOLLER. Seventeen thousand tons gross.

Senator SMITH. Do you know her maximum speed?

Mr. LIGHTOLLER. Twenty-one knots.

Senator SMITH. I want to be sure I get the results of these trial tests accurately. I want you to tell me how long it took to make these tests. The straightaway tests and the circle tests altogether consumed how much time?

Mr. LIGHTOLLER. Approximately six or seven hours. I could not say any nearer than that.



Senator SMITH. What time of day did you begin these tests?

Mr. LIGHTOLLER. In the morning.

Senator SMITH. How early?

Mr. LIGHTOLLER. About 10 o'clock.

Senator SMITH. Was it clear weather?

Mr. LIGHTOLLER. Perfectly clear.

Senator SMITH. Was there any sea?

Mr. LIGHTOLLER. Very little.

Senator SMITH. And after about seven hours the tests were concluded?

Mr. LIGHTOLLER. With the exception of full speed astern; that is, to see in what distance the ship will stop with the engines full speed astern—what we call the full speed astern test.

Senator SMITH. Was that made that day?

Mr. LIGHTOLLER. Yes, sir.

Senator SMITH. How long did that take?

Mr. LIGHTOLLER. That was only the matter of minutes.

Senator SMITH. A few minutes?

Mr. LIGHTOLLER. A few minutes.

Senator SMITH. Do you know who was aboard the *Titanic* in these trial tests?

Mr. LIGHTOLLER. A great number. I know some of them.

Senator SMITH. Please state those that you know.

Mr. LIGHTOLLER. Capt. Smith; Mr. Murdock, chief officer; myself, first officer; Mr. Blair, second officer; Mr. Pittman, third officer; Mr. Boxall, fourth officer; Mr. Lowe, fifth officer; Mr. Moody, sixth officer; and Mr. Andrews, of Harlan & Wolf.

Senator SMITH. Representing the builders?

Mr. LIGHTOLLER. Yes, sir. I could not say anyone else with any accuracy.

Senator SMITH. Who was the chief engineer?

Mr. LIGHTOLLER. Mr. Bell, chief engineer; Mr. Ferguson, second engineer; Mr. Hasketh, also second. That is all I know.

Senator SMITH. How many men constituted the crew?

Mr. LIGHTOLLER. Seamen, you are speaking of?

Senator SMITH. Yes.

Mr. LIGHTOLLER. About 71 all told; officers and crew.

Senator SMITH. And seamen?

Mr. LIGHTOLLER. Yes, sir.

Senator SMITH. On the trial test?

Mr. LIGHTOLLER. Oh, no, sir. I am not speaking of the trial.

Senator SMITH. How many men constituted the crew on the trial tests?

Mr. LIGHTOLLER. About 30 of the crew and about 30 of what we call runners.

Senator SMITH. Were there any guests on the boat?

Mr. LIGHTOLLER. I believe there were; I could not say who.

Senator SMITH. Do you know who they were?

Mr. LIGHTOLLER. No, sir.

Senator SMITH. Were there any of the officers of the White Star Line?

Mr. LIGHTOLLER. I could not say with certainty, sir.

Senator SMITH. You do not recall seeing any of them?

Mr. LIGHTOLLER. I do not recall; no, sir. I believe there were some on board, but I can not remember who they were. I was not brought in contact with them.

Senator SMITH. Was Mr. Ismay aboard?

Mr. LIGHTOLLER. Not to my knowledge, sir.

Senator SMITH. Did you hear afterwards that he was on board?

Mr. LIGHTOLLER. No, sir.

Senator SMITH. You can not recall any officer of the company that was?

Mr. LIGHTOLLER. No, sir.

Senator SMITH. I mean any general officer?

Mr. LIGHTOLLER. No, sir.

Senator SMITH. Or director?

Mr. LIGHTOLLER. No, sir.

Senator SMITH. Was there anybody aboard representing the British Government?

Mr. LIGHTOLLER. Not to my knowledge, sir.

Senator SMITH. Were there any other officers of other White Star Line boats?

Mr. LIGHTOLLER. No, sir.

Senator SMITH. Were there any other officers of any other line of boats?

Mr. LIGHTOLLER. No, sir.

Senator SMITH. After the final test, what was done with the boat?

Mr. LIGHTOLLER. We proceeded toward Southampton.

Senator SMITH. Immediately?

Mr. LIGHTOLLER. Almost immediately after taking on board a few things that had been left behind, which were required for the completion of the ship.

Senator SMITH. What?

Mr. LIGHTOLLER. So far as I know, requisites down in the galley, cooking apparatus, a few chairs, and such things as that.

Senator SMITH. Was the life-saving equipment——

Mr. LIGHTOLLER. Oh, no, sir; nothing like that.

Senator SMITH. Was the life-saving equipment complete?

Mr. LIGHTOLLER. Yes, sir.

Senator SMITH. Of what did it consist?

Mr. LIGHTOLLER. The necessary number of lifeboats.

Senator SMITH. I wish you would say how that is determined, if you can.

Mr. LIGHTOLLER. By the number of people on board.

Senator SMITH. You do not know how many there are on board until you are ready to start?

Mr. LIGHTOLLER. No, sir.

Senator SMITH. Is it not determined by the number of accommodations rather than by the number of people who get aboard?

Mr. LIGHTOLLER. There must be life-saving apparatus for every one on board, regardless of accommodations.

Senator SMITH. Yes; but what I desire to know is whether in each stateroom on each deck, in all classes, whether there is any rule, and whether it was followed at that time, so far as you know, in equipping this boat with life preservers and life belts and anything else that might appropriately go into the rooms and be upon the decks of a boat of that character?



Mr. LIGHTOLLER. She was perfectly complete throughout, sir.

Senator SMITH. How many lifeboats were there?

Mr. LIGHTOLLER. Sixteen.

Senator SMITH. All of the same type?

Mr. LIGHTOLLER. Consisting of 14 lifeboats, 2 emergency boats, and 4 collapsible boats.

Senator SMITH. Tell us whether they were new entirely.

Mr. LIGHTOLLER. Entirely new.

Senator SMITH. And in their proper places?

Mr. LIGHTOLLER. In their proper places.

Senator SMITH. With the necessary lowering apparatus?

Mr. LIGHTOLLER. Everything complete, examined by the officers of the ship.

Senator SMITH. Was a test of the lifeboats made before you sailed for Southampton?

Mr. LIGHTOLLER. All the gear was tested.

Senator SMITH. Were the lifeboats lowered?

Mr. LIGHTOLLER. Yes, sir.

Senator SMITH. Under whose orders?

Mr. LIGHTOLLER. The officers'; principally my orders.

Senator SMITH. Under your orders?

Mr. LIGHTOLLER. Yes.

Senator SMITH. Did you see the work done?

Mr. LIGHTOLLER. I did.

Senator SMITH. Tell just what was done.

Mr. LIGHTOLLER. All the boats on the ship were swung out and those that I required were lowered down as far as I wanted them—some all the way down, and some dropped into the water.

Senator SMITH. I wish you would give the proportion that went into the water.

Mr. LIGHTOLLER. About six.

Senator SMITH. Six into the water?

Mr. LIGHTOLLER. Yes.

Senator SMITH. And the others lowered?

Mr. LIGHTOLLER. Part of the way—as far as I thought necessary.

Senator SMITH. Part of the way?

Mr. LIGHTOLLER. Yes.

Senator SMITH. Of course, part of the way would not do anybody much good on a sinking ship. I assume you did that for the purpose of trying the gear, and not for the purpose of testing the security of the lifeboats?

Mr. LIGHTOLLER. It is principally the gear that we test. The lifeboats we know to be all right.

Senator SMITH. These boats were lowered from what deck?

Mr. LIGHTOLLER. From the boat deck.

Senator SMITH. Is that the sun deck?

Mr. LIGHTOLLER. That is the top deck.

Senator SMITH. Do you know how far it was from that top deck to the water?

Mr. LIGHTOLLER. Seventy feet.

Senator SMITH. What time did you reach Southampton?

Mr. LIGHTOLLER. About midnight.

Senator SMITH. Of what night?

Mr. LIGHTOLLER. I could not say.

Senator SMITH. Think it over.

Mr. LIGHTOLLER. I think it was the morning of the 4th of April.

Senator SMITH. What makes you think it was the morning of the 4th?

Mr. LIGHTOLLER. Because we sailed on the 10th.

Senator SMITH. How long did it take to make the run to Southampton?

Mr. LIGHTOLLER. About 24 hours.

Senator SMITH. Did you strike any heavy weather?

Mr. LIGHTOLLER. No, sir.

Senator SMITH. How fast did you go?

Mr. LIGHTOLLER. About 18 knots.

Senator SMITH. What was done when you reached Southampton?

Mr. LIGHTOLLER. The ship was heeled for stability.

Senator SMITH. Just describe that.

Mr. LIGHTOLLER. The builders knowing the exact weights on board, additional weights are placed on each side of the ship. A pendulum is suspended in the most convenient place in the ship with a plumb on the end of it, and a method of registering the difference with the plumb line; a number of men then transfer the weights from one side of the ship to the other, bringing all the weight on one side and transferring the whole of it back again; and with this, I believe the builders are able to draw up a stability scale.

Senator SMITH. From what part of the ship are these tests made?

Mr. LIGHTOLLER. The weights carried over, you mean?

Senator SMITH. Yes. From the upper part?

Mr. LIGHTOLLER. The “C” deck—the third deck down.

Senator SMITH. About the center of the ship?

Mr. LIGHTOLLER. Not quite the center of the ship.

Senator SMITH. Were there any tests made from the upper deck?

Mr. LIGHTOLLER. Not that I know of, sir.

Senator SMITH. What else was done at Southampton?

Mr. LIGHTOLLER. We shipped coal, provisions, cargo was taken on board, passed the board of trade tests and survey.

Senator SMITH. Did some British officer make the board of trade test?

Mr. LIGHTOLLER. The Southampton Board of Trade officer.

Senator SMITH. What did he do?

Mr. LIGHTOLLER. He carried out the requisite tests required by the British Board of Trade.

Senator SMITH. Did you accompany him?

Mr. LIGHTOLLER. Yes; I was with him part of the time.

Senator SMITH. Who was this officer of the British Board of Trade?

Mr. LIGHTOLLER. Capt. Clark.

Senator SMITH. He was an officer?

Mr. LIGHTOLLER. He was purely a representative of the British Board of Trade, appointed by the British Board of Trade, with post at the port of Southampton; surveyor.

Senator SMITH. He was assigned to Southampton?

Mr. LIGHTOLLER. Yes, sir.

Senator SMITH. How old a man was he?

Mr. LIGHTOLLER. About 45.

Senator SMITH. Of English nationality?

Mr. LIGHTOLLER. Yes.

Senator SMITH. Had you ever seen him before?

Mr. LIGHTOLLER. Frequently.

Senator SMITH. Do you know whether he had any experience in marine service?

Mr. LIGHTOLLER. All surveyors, I understand, have been in command. I know he had for a number of years.

Senator SMITH. What does that mean—that he had been “in command”?

Mr. LIGHTOLLER. In command of a British ship; captain.

Senator SMITH. How much time did this officer spend on the ship?

Mr. LIGHTOLLER. That I could not say, sir.

Senator SMITH. How much did he spend when he was with you?

Mr. LIGHTOLLER. About four hours.

Senator SMITH. Then did you turn him over to some other officer?

Mr. LIGHTOLLER. Yes, sir.

Senator SMITH. To what other officer?

Mr. LIGHTOLLER. I think it was the first.

Senator SMITH. What is his name?

Mr. LIGHTOLLER. Mr. Murdock.

Senator SMITH. Did he survive the *Titanic* disaster?

Mr. LIGHTOLLER. No, sir. He was chief then.

Senator SMITH. He did not survive?

Mr. LIGHTOLLER. No, sir.

Senator SMITH. Do you know whether any other officer of the ship accompanied this inspector during his stay on board?

Mr. LIGHTOLLER. That I could not say with certainty.

Senator SMITH. What is your best judgment about it?

Mr. LIGHTOLLER. I should say the marine superintendent was with him the whole time.

Senator SMITH. The marine superintendent?

Mr. LIGHTOLLER. Of the White Star Line, at Southampton.

Senator SMITH. What is his name?

Mr. LIGHTOLLER. Capt. Steele.

Senator SMITH. How old a man is he?

Mr. LIGHTOLLER. About 50.

Senator SMITH. Is he a commander?

Mr. LIGHTOLLER. Yes, sir.

Senator SMITH. Had you ever seen one of those ocean liners inspected by the British Board of Trade representative before?

Mr. LIGHTOLLER. Frequently.

Senator SMITH. How thorough are they about it?

Mr. LIGHTOLLER. Speaking of Capt. Clark, we call him a nuisance because he is so strict.

Senator SMITH. Capt. Clark?

Mr. LIGHTOLLER. Yes, sir.

Senator SMITH. Is he the marine officer?

Mr. LIGHTOLLER. That is the board of trade representative.

Senator SMITH. In what respect is he a nuisance?

Mr. LIGHTOLLER. Because he makes us fork out every detail.

Senator SMITH. I should suppose you would be quite willing to do that?

Mr. LIGHTOLLER. Perfectly willing.

Senator SMITH. Do you mean by that that he would call attention to the absence of tools, implements, and devices necessary for the ship's full equipment?

Mr. LIGHTOLLER. No, sir. He would insist upon them all being absolutely brought out on deck every time.

Senator SMITH. On what?

Mr. LIGHTOLLER. Everything that contributes to the ship's equipment.

Senator SMITH. What would that consist of?

Mr. LIGHTOLLER. The whole of the ship's life-saving equipment.

Senator SMITH. Life preservers?

Mr. LIGHTOLLER. Life preservers throughout the ship, all the boats turned out, uncovered, all the tanks examined, all the breakers examined, oars counted, boats turned out, rudders tried, all the davits tried—there was innumerable detail work.

Senator SMITH. And the boats lowered?

Mr. LIGHTOLLER. The boats lowered, put in the water, and pulled out, and brought back again, and if he was not satisfied, sent back again.

Senator SMITH. And the ropes and chains tested?

Mr. LIGHTOLLER. Yes, sir.

Senator SMITH. When he inspected your ship, about where would he find these life preservers?

Mr. LIGHTOLLER. Life belts in every room, in every compartment, where, as we say, there was habitation, where a man could live.

Senator SMITH. Would that include the steerage?

Mr. LIGHTOLLER. Yes, undoubtedly; and the crews' quarters.

Senator SMITH. In the steerage do they have rooms?

Mr. LIGHTOLLER. Yes, sir.

Senator SMITH. And they are equipped?

Mr. LIGHTOLLER. Yes, sir.

Senator SMITH. With the same apparatus for the preservation of life in an emergency as the first and second cabins?

Mr. LIGHTOLLER. Identically the same?

Senator SMITH. You used the term “life belt.”

Mr. LIGHTOLLER. Yes, sir.

Senator SMITH. I wish you would describe a life belt.

Mr. LIGHTOLLER. It consists of a series of pieces of cork—allow me to show you by illustration—a hole is cut in there [illustrating] for the head to go through and this falls over front and back, and there are tapes from the back then tied around the front. It is a new idea and very effective, because no one can make a mistake in putting it on.

Senator SMITH. Is there cork on both sides?

Mr. LIGHTOLLER. On both sides.

Senator SMITH. Are the arms free?

Mr. LIGHTOLLER. Free, absolutely.

Senator SMITH. And when in the water does this adhere or extend?

Mr. LIGHTOLLER. It is tied to the body.

Senator SMITH. It is tied to the body?

Mr. LIGHTOLLER. Yes, sir.

Senator SMITH. Have you ever had one of these on?

Mr. LIGHTOLLER. Yes, sir.

Senator SMITH. Have you ever been into the sea with one of them?

Mr. LIGHTOLLER. Yes, sir.

Senator SMITH. Where?

Mr. LIGHTOLLER. From the *Titanic*.

Senator SMITH. In this recent collision?

Mr. LIGHTOLLER. Yes, sir.

Senator SMITH. How long were you in the sea with a life belt on?

Mr. LIGHTOLLER. Between half an hour and an hour.

Senator SMITH. What time did you leave the ship?

Mr. LIGHTOLLER. I didn't leave it.

Senator SMITH. Did the ship leave you?

Mr. LIGHTOLLER. Yes, sir.

Senator SMITH. Did you stay until the ship had departed entirely?

Mr. LIGHTOLLER. Yes, sir.

Senator SMITH. I wish you would tell us whether the suction incidental to the sinking of this vessel was a great deterrent in making progress away from the boat?

Mr. LIGHTOLLER. It was hardly noticeable.

Senator SMITH. From what point on the vessel did you leave it?

Mr. LIGHTOLLER. On top of the officers' quarters.

Senator SMITH. And where were the officers' quarters?

Mr. LIGHTOLLER. Immediately abaft the bridge.

Senator SMITH. Immediately abaft the bridge?

Mr. LIGHTOLLER. Abaft the wheelhouse.

Senator SMITH. Was that pretty well toward the top of the vessel?

Mr. LIGHTOLLER. Yes, sir.

Senator SMITH. Were the lifeboats gone when you found yourself without any footing?

Mr. LIGHTOLLER. All except one.

Senator SMITH. Where was that one?

Mr. LIGHTOLLER. In the tackles, trying to get it over.

Senator SMITH. Did not the tackle work readily?

Mr. LIGHTOLLER. Yes, sir.

Senator SMITH. What delayed it?

Mr. LIGHTOLLER. It was the third boat over by the same tackles.

Senator SMITH. The third boat over by the same tackles?

Mr. LIGHTOLLER. Yes, sir.

Senator SMITH. From what deck?

Mr. LIGHTOLLER. The boat deck.

Senator SMITH. The sun deck?

Mr. LIGHTOLLER. The sun deck.

Senator SMITH. How close were you to this lifeboat at that time?

Mr. LIGHTOLLER. Fifteen feet.

Senator SMITH. Was it filled before starting to lower it?

Mr. LIGHTOLLER. It was not high enough to lower.

Senator SMITH. Why?

Mr. LIGHTOLLER. It was not high enough to lower. They were then endeavoring to get it over the bulwarks, outboard; swinging it; getting it over the bulwarks. When it was over the bulwarks, then it would hang in the tackles, and until it hung in the tackles it was impossible to put anyone in it.

Senator SMITH. How far below the boat deck?

Mr. LIGHTOLLER. Above the boat deck.

Senator SMITH. How far above the boat deck?

Mr. LIGHTOLLER. About 4 feet 6 inches.

Senator SMITH. And it was lowered to the boat deck?

Mr. LIGHTOLLER. It did not get over the bulwarks to be lowered.

Senator SMITH. The last you saw of it?

Mr. LIGHTOLLER. Yes, sir.

Senator SMITH. Who was managing this tackle?

Mr. LIGHTOLLER. The first officer, Mr. Murdock.

Senator SMITH. He lost his life?

Mr. LIGHTOLLER. Yes.

Senator SMITH. Did you see Mr. Ismay at that time?

Mr. LIGHTOLLER. No, sir.

Senator SMITH. Did you, at any time?

Mr. LIGHTOLLER. Yes, sir.

Senator SMITH. Where?

Mr. LIGHTOLLER. On the boat deck.

Senator SMITH. How long before she sunk?

Mr. LIGHTOLLER. At first, before we started the boats, when we started to uncover the boats.

Senator SMITH. I did not quite catch that.

Mr. LIGHTOLLER. When we started to uncover the boats.

Senator SMITH. How long was that after the collision?

Mr. LIGHTOLLER. About 20 minutes.

Senator SMITH. What was he doing?

Mr. LIGHTOLLER. Standing still.

Senator SMITH. Dressed?

Mr. LIGHTOLLER. I could not say, sir; it was too dark.

Senator SMITH. Was he talking with anyone?

Mr. LIGHTOLLER. No, sir.

Senator SMITH. He was alone?

Mr. LIGHTOLLER. Yes, sir.

Senator SMITH. On what deck?

Mr. LIGHTOLLER. On the boat deck.

Senator SMITH. Were there any other passengers on that deck?

Mr. LIGHTOLLER. Not that I saw at that time.

Senator SMITH. Did you see any there afterwards?

Mr. LIGHTOLLER. Plenty.

Senator SMITH. Had the passengers the right to go on that deck from below?

Mr. LIGHTOLLER. Every right.

Senator SMITH. There was no restraint at the staircase?

Mr. LIGHTOLLER. None.

Senator SMITH. Was that true as to the steerage?

Mr. LIGHTOLLER. The steerage have no right up there, sir.

Senator SMITH. Did they on that occasion?

Mr. LIGHTOLLER. Oh, yes.

Senator SMITH. There was no restraint?

Mr. LIGHTOLLER. Oh, absolutely none.

Senator SMITH. There must have been considerable confusion.

Mr. LIGHTOLLER. Not that I noticed.

Senator SMITH. Was everybody orderly?

Mr. LIGHTOLLER. Perfectly.

Senator SMITH. How long did you see Mr. Ismay there alone?

Mr. LIGHTOLLER. As I passed.

Senator SMITH. Where were you going at that time?

Mr. LIGHTOLLER. I was attending to the boats, seeing the men distributed, having the boat covers stripped off.

Senator SMITH. You say you were 15 feet from this last boat when it was lowered?

Mr. LIGHTOLLER. It was not lowered, sir. I was 15 feet from it when they were endeavoring to get it into the tackles.

Senator SMITH. Did you go nearer to it than that.

Mr. LIGHTOLLER. Did not have the opportunity, sir.

Senator SMITH. Why not?

Mr. LIGHTOLLER. The ship went down.

Senator SMITH. Was this boat ever lowered?

Mr. LIGHTOLLER. No, sir.

Senator SMITH. It remained in the tackle?

Mr. LIGHTOLLER. Yes, sir.

Senator SMITH. When did you see Mr. Ismay, with reference to the attempted lowering of this boat?

Mr. LIGHTOLLER. I saw Mr. Ismay, as I stated to you, sir, once only.

Senator SMITH. Only once?

Mr. LIGHTOLLER. Yes, sir.

Senator SMITH. And that was about 20 minutes after the collision?

Mr. LIGHTOLLER. Yes, sir.

Senator SMITH. And there were no other passengers on that deck at that time?

Mr. LIGHTOLLER. Not that I noticed. I should notice Mr. Ismay naturally more than I should notice passengers.

Senator SMITH. Why?

Mr. LIGHTOLLER. Because I know him.

Senator SMITH. How long have you known him?

Mr. LIGHTOLLER. Since I have been in the company.

Senator SMITH. Are you quite well acquainted with the officers of this company?

Mr. LIGHTOLLER. I naturally know them by sight.

Senator SMITH. Does he know you?

Mr. LIGHTOLLER. Oh, he knew me; yes.

Senator SMITH. Did he speak to you?

Mr. LIGHTOLLER. No, sir.

Senator SMITH. Who was he with at that time?

Mr. LIGHTOLLER. No one.

Senator SMITH. Neither spoke to the other?

Mr. LIGHTOLLER. No, sir.

Senator SMITH. Did he see you?

Mr. LIGHTOLLER. Yes, sir. I don't know whether he recognized me.

Senator SMITH. Do you know where the captain was at that time?

Mr. LIGHTOLLER. I could not say, sir.

Senator SMITH. Did you see him on the bridge?

Mr. LIGHTOLLER. Previous to that I had seen him on the bridge.

Senator SMITH. How long before that?

Mr. LIGHTOLLER. About three minutes after the impact.

Senator SMITH. Did he leave the bridge or did he remain there and you leave your point of occupation?

Mr. LIGHTOLLER. I left.

Senator SMITH. You left?

Mr. LIGHTOLLER. Yes, sir.

Senator SMITH. Where did you go?

Mr. LIGHTOLLER. Back to my berth.

Senator SMITH. What for?

Mr. LIGHTOLLER. There was no call for me to be on deck.



Senator SMITH. No call, or no cause?

Mr. LIGHTOLLER. As far as I could see, neither call nor cause.

Senator SMITH. You mean from the moment of the impact?

Mr. LIGHTOLLER. Yes, sir.

Senator SMITH. Did you believe the boat was in danger?

Mr. LIGHTOLLER. No, sir.

Senator SMITH. You felt that it was not a serious accident?

Mr. LIGHTOLLER. I did not think it was a serious accident.

Senator SMITH. What was the force of the impact?

Mr. LIGHTOLLER. A slight jar and a grinding sound.

Senator SMITH. From front or side?

Mr. LIGHTOLLER. Well, naturally I should think it was in front, whether I could tell or not.

Senator SMITH. You could not tell exactly?

Mr. LIGHTOLLER. No, sir.

Senator SMITH. Was there a noise?

Mr. LIGHTOLLER. Very little.

Senator SMITH. Very little?

Mr. LIGHTOLLER. Very little.

Senator SMITH. Did you go back to your room under the impression that the boat had not been injured?

Mr. LIGHTOLLER. Yes, sir.

Senator SMITH. Didn't you tell Mr. Ismay that that night?

Mr. LIGHTOLLER. I had not seen Mr. Ismay then.

Senator SMITH. Did you tell him that afterwards?

Mr. LIGHTOLLER. Really, I could not say, sir.

Senator SMITH. Where were you when the impact occurred?

Mr. LIGHTOLLER. In my berth.

Senator SMITH. Asleep?

Mr. LIGHTOLLER. No, sir; I was just getting off asleep.

Senator SMITH. You arose?

Mr. LIGHTOLLER. Yes, sir.

Senator SMITH. Did you dress yourself?

Mr. LIGHTOLLER. No, sir.

Senator SMITH. What did you put on, if anything?

Mr. LIGHTOLLER. Nothing.

Senator SMITH. You went out of your room?

Mr. LIGHTOLLER. Yes, sir.

Senator SMITH. Forward?

Mr. LIGHTOLLER. Out on deck.

Senator SMITH. On deck?

Mr. LIGHTOLLER. Yes; I walked forward.

Senator SMITH. You walked forward how far?

Mr. LIGHTOLLER. A matter of 10 feet, until I could see the bridge distinctly.

Senator SMITH. You could see the bridge distinctly; and the captain was on the bridge?

Mr. LIGHTOLLER. The captain and first officer.

Senator SMITH. Did you see any other officers at that time?

Mr. LIGHTOLLER. I did not notice them.

Senator SMITH. Had no alarm been given at that time?

Mr. LIGHTOLLER. None.

Senator SMITH. How much time elapsed after the impact and your appearance on the deck?

Mr. LIGHTOLLER. I should say about two or three minutes.

Senator SMITH. Two or three minutes?

Mr. LIGHTOLLER. Two minutes.

Senator SMITH. Then you returned? How long did you remain on deck?

Mr. LIGHTOLLER. About two or three minutes.

Senator SMITH. At that time who else was on deck at that point?

Mr. LIGHTOLLER. Excluding the bridge, I saw no one except the third officer, who left his berth shortly after I did.

Senator SMITH. Did he join you?

Mr. LIGHTOLLER. Yes.

Senator SMITH. Did you confer about what had happened?

Mr. LIGHTOLLER. Yes, sir.

Senator SMITH. What did you conclude had happened?

Mr. LIGHTOLLER. Nothing much.

Senator SMITH. You knew there had been a collision?

Mr. LIGHTOLLER. Not necessarily a collision.

Senator SMITH. You knew you had struck something?

Mr. LIGHTOLLER. Yes, sir.

Senator SMITH. What did you assume it to be?

Mr. LIGHTOLLER. Ice.

Senator SMITH. Ice?

Mr. LIGHTOLLER. Yes, sir.

Senator SMITH. Why?

Mr. LIGHTOLLER. That was the conclusion one naturally jumps to around the Banks there.

Senator SMITH. Had you seen ice before?

Mr. LIGHTOLLER. No, sir.

Senator SMITH. Had there been any tests taken of the temperature of the water?

Mr. LIGHTOLLER. A test is taken of the water every two hours from the time the ship leaves until she returns to port.

Senator SMITH. Do you know whether these tests were made?

Mr. LIGHTOLLER. They were.

Senator SMITH. Did you make them?

Mr. LIGHTOLLER. Oh, no, sir.

Senator SMITH. Were they made under your direction?

Mr. LIGHTOLLER. No, sir.

Senator SMITH. How do you know they were made?

Mr. LIGHTOLLER. It is the routine of the ship.

Senator SMITH. You assume they were made?

Mr. LIGHTOLLER. Yes, sir.

Senator SMITH. But you can not say of your own knowledge that they were?

Mr. LIGHTOLLER. Not of my own actual seeing; no, sir.

Senator SMITH. How were these tests made?

Mr. LIGHTOLLER. By drawing water from over the side in a canvas bucket and placing a thermometer in it.

Senator SMITH. How far down did you dip this water; did you try to get surface water, or did you try to get below?

Mr. LIGHTOLLER. It is impossible to get water below; just the surface.

Senator SMITH. You get surface water entirely?

Mr. LIGHTOLLER. Yes, sir.

Senator SMITH. Those tests had been made that day?

Mr. LIGHTOLLER. Yes.

Senator SMITH. At intervals of two hours?

Mr. LIGHTOLLER. Yes, sir.

Senator SMITH. This was on Sunday?

Mr. LIGHTOLLER. Yes, sir.

Senator SMITH. Did you hear anything about the rope or chain or wire to which the test basins were attached not reaching the water at any time during those tests?

Mr. LIGHTOLLER. The bucket, you speak of?

Senator SMITH. Yes.

Mr. LIGHTOLLER. No, sir.

Senator SMITH. Would a complaint of that character come to you if it had been true?

Mr. LIGHTOLLER. Very quickly, I should think, sir.

Senator SMITH. How would it come to you?

Mr. LIGHTOLLER. From the person who saw it, I should think.

Senator SMITH. It would be his duty to report to you?

Mr. LIGHTOLLER. Undoubtedly.

Senator SMITH. Directly to you?

Mr. LIGHTOLLER. Directly to the officer in charge of the ship at the time.

Senator SMITH. Who was in charge of the ship on Sunday?

Mr. LIGHTOLLER. Each officer kept his own watch, sir.

Senator SMITH. Were you in charge?

Mr. LIGHTOLLER. During my watch.

Senator SMITH. What hours were your watch?

Mr. LIGHTOLLER. Six o'clock until 10 o'clock.

Senator SMITH. At night?

Mr. LIGHTOLLER. And morning.

Senator SMITH. So that from 6 o'clock in the evening on Sunday—

Mr. LIGHTOLLER. Yes, sir.

Senator SMITH. Until 10 o'clock you were in charge?

Mr. LIGHTOLLER. Yes, sir.

Senator SMITH. And during that time two tests should have been made of the temperature of the water for the purpose of ascertaining whether you were in the vicinity of icebergs?

Mr. LIGHTOLLER. No, sir.

Senator SMITH. For what purpose were the tests made?

Mr. LIGHTOLLER. They were routine, sir. It is customary to make them.

Senator SMITH. Do you mean that you take these tests when you are not in the vicinity of the Grand Banks?

Mr. LIGHTOLLER. From the time we leave port, any port in the world, until the time we get to the next port in any part of the world, these tests are taken by the White Star Line.

Senator SMITH. Did you take these tests when you were in the Gulf Stream?

Mr. LIGHTOLLER. We take them all the time; every two hours.

Senator SMITH. Regardless of location or circumstances?

Mr. LIGHTOLLER. Yes, sir.

Senator SMITH. Or conditions?

Mr. LIGHTOLLER. Yes, sir. I may except in narrow waters, such as rivers, or harbors. We do not take them there.

Senator SMITH. Is this test taken for the purpose of ascertaining the temperature of the water?

Mr. LIGHTOLLER. Yes, sir.

Senator SMITH. Merely?

Mr. LIGHTOLLER. Merely.

Senator SMITH. What does the temperature of the water indicate to you?

Mr. LIGHTOLLER. Nothing more than temperature of the air, sir.

Senator SMITH. Does it not indicate the proximity of a colder area or an unusual condition?

Mr. LIGHTOLLER. No, sir. It indicates cold water, sir, of course.

Senator SMITH. Can you tell us how cold that water was?

Mr. LIGHTOLLER. I know what it was when I was in it.

Senator SMITH. I should like to have your judgment about it.

Mr. LIGHTOLLER. I should say it was not much over freezing; how much, I could not say. It might be 33 or 34.

Senator SMITH. Not much over freezing?

Mr. LIGHTOLLER. No, sir.

Senator SMITH. What did the tests show?

Mr. LIGHTOLLER. I do not know, sir.

Senator SMITH. You mean they did not report to you?

Mr. LIGHTOLLER. It is entered in a book, sir.

Senator SMITH. And the fact is not communicated to you directly after each test?

Mr. LIGHTOLLER. Not unless I ask for it.

Senator SMITH. And you did not think it necessary to ask for it that night?

Mr. LIGHTOLLER. No, sir.

Senator SMITH. You knew you were in the vicinity of icebergs, did you not?

Mr. LIGHTOLLER. Water is absolutely no guide to icebergs, sir.

Senator SMITH. I did not ask that. Did you know you were in the vicinity of icebergs?

Mr. LIGHTOLLER. No, sir.

Senator SMITH. Did you know of the wireless message from the *America* to the *Titanic*, warning you that you were in the vicinity of icebergs?

Mr. LIGHTOLLER. From the *America* to the *Titanic*?

Senator SMITH. Yes.

Mr. LIGHTOLLER. I can not say that I saw that individual message.

Senator SMITH. Did you hear of it?

Mr. LIGHTOLLER. I could not say, sir.

Senator SMITH. Would you have heard of it?

Mr. LIGHTOLLER. Most probably, sir.

Senator SMITH. If that had been the case?

Mr. LIGHTOLLER. Most probably, sir.

Senator SMITH. In fact, it would have been the duty of the person receiving this message to communicate it to you, for you were in charge of the ship?

Mr. LIGHTOLLER. Under the commander's orders, sir.

Senator SMITH. But you received no communication of that kind?

Mr. LIGHTOLLER. I do not know whether I received the *America's*; I knew that a communication had come from some ship; I can not say that it was the *America*.

Senator SMITH. Giving the latitude and the longitude of those icebergs?

Mr. LIGHTOLLER. No; no latitude.

Senator SMITH. And that they were prevalent?

Mr. LIGHTOLLER. Speaking of the icebergs and naming their longitude.

Senator SMITH. Just tell us, if anything, what you did hear about that, and from whom, if you can.

Mr. LIGHTOLLER. From what ship the message came I have forgotten; but the message contained information that there was ice from 49 to 51.

Senator SMITH. How do you know it came?

Mr. LIGHTOLLER. Because I saw it.

Senator SMITH. That is since the collision?

Mr. LIGHTOLLER. Not that I know of.

Senator SMITH. Have you seen it since the collision?

Mr. LIGHTOLLER. Not that I know of. Whether it was the same message or not. I have seen some. Whether it is the same or not, I do not know. I have not seen the same to my knowledge.

Senator SMITH. From whom did you get that information?

Mr. LIGHTOLLER. From the captain.

Senator SMITH. That night?

Mr. LIGHTOLLER. Yes.

Senator SMITH. At what time did you get that information?

Mr. LIGHTOLLER. I think it was that afternoon.

Senator SMITH. At what time?

Mr. LIGHTOLLER. About 1 o'clock.

Senator SMITH. Where were you then?

Mr. LIGHTOLLER. On the bridge.

Senator SMITH. With the captain?

Mr. LIGHTOLLER. Yes.

Senator SMITH. Where was the ship with reference to her latitude?

Mr. LIGHTOLLER. I could not tell you without working it out, sir.

Senator SMITH. What time was it in the day?

Mr. LIGHTOLLER. About 1 o'clock.

Senator SMITH. You were not then officer?

Mr. LIGHTOLLER. I was relieving for lunch.

Senator SMITH. So that from the time this communication came to you you were not in charge of the ship until 6 o'clock that night?

Mr. LIGHTOLLER. Exactly.

Senator SMITH. Who succeeded you as officer of the ship?

Mr. LIGHTOLLER. The first officer, Mr. Murdock.

Senator SMITH. Did you communicate to him this information that the captain had given you on the bridge?

Mr. LIGHTOLLER. I communicated that when I was relieving him at 1 o'clock.

Senator SMITH. What did you tell him?

Mr. LIGHTOLLER. Exactly what was in the telegram.

Senator SMITH. What did he say?

Mr. LIGHTOLLER. "All right."

Senator SMITH. So that the officers of the ship—the officer in charge, Mr. Murdock, was fully advised by you that you were in proximity of these icebergs——

Mr. LIGHTOLLER. I would hardly call that proximity.

Senator SMITH. Pardon me and I will complete my question. And you were advised by the captain that that was the case. Or, reversing it, you were advised by the captain, and by word of mouth, and communicated that word to officer Murdock, in charge of the ship, to which he replied, “All right?”

Mr. LIGHTOLLER. Yes, sir.

Senator SMITH. Did you hold any further consultation about it?

Mr. LIGHTOLLER. With the first officer? No, sir.

Senator SMITH. How fast was the boat going at that time?

Mr. LIGHTOLLER. About  $21\frac{1}{2}$  or 22.

Senator SMITH.  $21\frac{1}{2}$  or 22 knots?

Mr. LIGHTOLLER. Yes, sir.

Senator SMITH. Was that her maximum speed?

Mr. LIGHTOLLER. I do not know, sir. I could not say, sir.

Senator SMITH. Do you know whether she went any faster than that at any time on the trip?

Mr. LIGHTOLLER. As far as we understood she would eventually go faster than that when the ship was tuned up.

Senator SMITH. But that was as fast as she went on the trial tests.

Mr. LIGHTOLLER. I do not know what her speed was on the trial trip.

Senator SMITH. I thought you indicated it was about that. She was, however, running at her maximum speed at that time?

Mr. LIGHTOLLER. We understood she was not at her maximum speed.

Senator SMITH. That is, you understood that there was still reserve power there?

Mr. LIGHTOLLER. Yes.

Senator SMITH. That had not been exhausted?

Mr. LIGHTOLLER. Yes.

Senator SMITH. Did you have any instructions from anybody to exhaust that power?

Mr. LIGHTOLLER. None.

Senator SMITH. Did you have any ambition of your own to see it exhausted?

Mr. LIGHTOLLER. Yes; I dare say.

Senator SMITH. You wanted her to go as fast as she could?

Mr. LIGHTOLLER. At some time or other; yes.

Senator SMITH. Was that shared by your associates among the officers?

Mr. LIGHTOLLER. Oh, I could not say, sir.

Senator SMITH. Did they talk about it?

Mr. LIGHTOLLER. Naturally we talked; we wondered what her maximum speed would eventually be.

Senator SMITH. You were anxious to see it tested?

Mr. LIGHTOLLER. Not necessarily anxious.

Senator SMITH. Interested, however?

Mr. LIGHTOLLER. Interested; yes.

Senator SMITH. When you turned the ship over to the second officer, Mr. Murdock——

Mr. LIGHTOLLER. The first officer.

Senator SMITH. When you turned the ship over to the first officer, Mr. Murdock, where did you go?

Mr. LIGHTOLLER. What time are you speaking of now?

Senator SMITH. I am speaking of about noon or 1 o'clock.

Mr. LIGHTOLLER. I went to my lunch.

Senator SMITH. And what did you do after that?

Mr. LIGHTOLLER. I went below.

Senator SMITH. Where?

Mr. LIGHTOLLER. Below, to my berth or wherever it happened to be. We call the quarters, generally, below.

Senator SMITH. Did you find anybody there when you got below?

Mr. LIGHTOLLER. Yes. The watch below I suppose was there.

Senator SMITH. Did you have any talk with him about the word that the captain had given you?

Mr. LIGHTOLLER. No, sir.

Senator SMITH. Did you have any talk with anybody about it?

Mr. LIGHTOLLER. No, sir; not that I remember.

Senator SMITH. How long did you remain in your room?

Mr. LIGHTOLLER. I dare say I was in and out of the room two or three times during the afternoon. Later on I laid down in the afternoon to sleep, and got up and wrote some letters, or something like that.

Senator SMITH. And took your place again in command of the ship, or rather, as officer of the watch, at 6 o'clock?

Mr. LIGHTOLLER. At 6 o'clock.

Senator SMITH. At that time did you say anything to the other officers who were on duty at the time about this information that the captain gave you?

Mr. LIGHTOLLER. Not that I remember, sir.

Senator SMITH. Was the lookout increased that evening after you took the watch?

Mr. LIGHTOLLER. No, sir.

Senator SMITH. What was the complement of your ship that night, in officers?

Mr. LIGHTOLLER. You mean on deck, sir?

Senator SMITH. Yes, sir.

Mr. LIGHTOLLER. Myself and two juniors.

Senator SMITH. Where were those two juniors stationed?

Mr. LIGHTOLLER. They have various duties to perform, taking the various parts of the ship; sometimes in the wheelhouse; at different periods one has to go the whole rounds of the ship and see that everything is in order.

Senator SMITH. When you came on watch at 6 o'clock, was the captain on the bridge, or did you see him?

Mr. LIGHTOLLER. I didn't see him at 6 o'clock.

Senator SMITH. When did you next see him?

Mr. LIGHTOLLER. About five minutes to 9 was the next time I saw him.

Senator SMITH. About five minutes to 9?

Mr. LIGHTOLLER. Yes, sir.

Senator SMITH. In his absence, who was on the bridge?

Mr. LIGHTOLLER. Myself.

Senator SMITH. Did you relieve him?

Mr. LIGHTOLLER. The captain?



Senator SMITH. Yes.

Mr. LIGHTOLLER. No, sir. The first officer. I beg your pardon; I relieved the chief.

Senator SMITH. You relieved the chief?

Mr. LIGHTOLLER. Yes, sir.

Senator SMITH. And went to the bridge?

Mr. LIGHTOLLER. I relieved the chief. The chief's watch was from 2 until 6. I relieved the chief officer at 6 o'clock and carried on the watch until 10.

Senator SMITH. Did you remain on the bridge?

Mr. LIGHTOLLER. Yes, sir.

Senator SMITH. From 6 until 10 o'clock?

Mr. LIGHTOLLER. Yes, sir.

Senator SMITH. During that time was each officer or man in his position in the forward part of that vessel?

Mr. LIGHTOLLER. Yes, sir.

Senator SMITH. Who was there, and where were they stationed?

Mr. LIGHTOLLER. Two men in the crow's nest, one man at the wheel, one man standing by.

Senator SMITH. What was the weather that night?

Mr. LIGHTOLLER. Clear and calm.

Senator SMITH. Were you at all apprehensive about your proximity to these icebergs?

Mr. LIGHTOLLER. No, sir.

Senator SMITH. And for that reason you did not think it necessary to increase the official lookout?

Mr. LIGHTOLLER. No, sir.

Senator SMITH. And that was not done?

Mr. LIGHTOLLER. No, sir.

Senator SMITH. From 6 until 10 o'clock was the captain on the bridge at all?

Mr. LIGHTOLLER. Yes, sir.

Senator SMITH. When did he arrive?

Mr. LIGHTOLLER. Five minutes to 9.

Senator SMITH. Five minutes to 9?

Mr. LIGHTOLLER. Yes, sir.

Senator SMITH. But he was not there from 6 o'clock until five minutes of 9?

Mr. LIGHTOLLER. I did not see him, sir.

Senator SMITH. You would have seen him if he had been there, would you not?

Mr. LIGHTOLLER. If he had been actually on the bridge, yes, I should have seen him.

Senator SMITH. You did not see him?

Mr. LIGHTOLLER. I did not see him.

Senator SMITH. And you were there during all that time?

Mr. LIGHTOLLER. During all that time.

Senator SMITH. When he came to the bridge at five minutes of 9, what did he say to you or what did you say to him? Who spoke first?

Mr. LIGHTOLLER. I could not say, sir. Probably one of us said "Good evening."

Senator SMITH. But you do not know who?

Mr. LIGHTOLLER. No.

Senator SMITH. Was anything else said?

Mr. LIGHTOLLER. Yes. We spoke about the weather; calmness of the sea; the clearness; about the time we should be getting up toward the vicinity of the ice and how we should recognize it if we should see it—freshening up our minds as to the indications that ice gives of its proximity. We just conferred together, generally, for 25 minutes.

Senator SMITH. For 20 or 25 minutes?

Mr. LIGHTOLLER. Yes, sir.

Senator SMITH. Was any reference made at that time to the wireless message from the *America*?

Mr. LIGHTOLLER. Capt. Smith made a remark that if it was in a slight degree hazy there would be no doubt we should have to go very slowly.

Senator SMITH. Did you slow up?

Mr. LIGHTOLLER. That I do not know, sir.

Senator SMITH. You would have known if it had been done, would you not, during your watch?

Mr. LIGHTOLLER. Not necessarily so, sir.

Senator SMITH. Who would give the command?

Mr. LIGHTOLLER. The commander would send orders down to the chief engineer to reduce her by so many revolutions.

Senator SMITH. Through a megaphone?

Mr. LIGHTOLLER. No, sir; by word of hand.

Senator SMITH. By speaking tube?

Mr. LIGHTOLLER. No; by word of hand; notes.

Senator SMITH. Did you see anything of that kind done?

Mr. LIGHTOLLER. No, sir; I did not see it on the bridge.

Senator SMITH. And the captain was on the bridge?

Mr. LIGHTOLLER. Yes, sir.

Senator SMITH. How long did he remain on the bridge after coming there at 5 minutes of 9?

Mr. LIGHTOLLER. He remained there until about 20 minutes past 9, or something like that.

Senator SMITH. About 20 minutes past 9?

Mr. LIGHTOLLER. About 25 minutes altogether.

Senator SMITH. Then did he leave the bridge?

Mr. LIGHTOLLER. He left the bridge.

Senator SMITH. With any special injunction upon you?

Mr. LIGHTOLLER. Yes, sir.

Senator SMITH. What did he say?

Mr. LIGHTOLLER. “If in the slightest degree doubtful, let me know.”

Senator SMITH. What did you say to him?

Mr. LIGHTOLLER. “All right, sir.”

Senator SMITH. You kept the ship on its course?

Mr. LIGHTOLLER. Yes, sir.

Senator SMITH. And at about the same speed?

Mr. LIGHTOLLER. Yes, sir; as far as I know.

Senator SMITH. When did you next see the captain?

Mr. LIGHTOLLER. When I came out of the quarters, after the impact.

Senator SMITH. You mean that he did not return to the bridge until your watch expired?

Mr. LIGHTOLLER. No, sir.

Senator SMITH. About 10 o'clock?

Mr. LIGHTOLLER. Yes, sir.

Senator SMITH. You left?

Mr. LIGHTOLLER. Yes, sir.

Senator SMITH. And Murdock took command?

Mr. LIGHTOLLER. Yes, sir.

Senator SMITH. Do you know where you were at the hour that you turned over the watch to Mr. Murdock?

Mr. LIGHTOLLER. Not now, sir.

Senator SMITH. Did you know at the time?

Mr. LIGHTOLLER. Yes, sir.

Senator SMITH. Can you give us any idea?

Mr. LIGHTOLLER. When I ended the watch we roughly judged that we should be getting toward the vicinity of the ice, as reported by that Marconigram that I saw, somewhere about 11 o'clock.

Senator SMITH. That you would be in that latitude?

Mr. LIGHTOLLER. Longitude.

Senator SMITH. At 11 o'clock.

Mr. LIGHTOLLER. Somewhere about 11; yes.

Senator SMITH. Did you talk with Mr. Murdock about that phase of it when you left the watch?

Mr. LIGHTOLLER. About what?

Senator SMITH. I say, did you talk with Mr. Murdock about the iceberg situation when you left the watch?

Mr. LIGHTOLLER. No, sir.

Senator SMITH. Did he ask you anything about it?

Mr. LIGHTOLLER. No, sir.

Senator SMITH. What was said between you?

Mr. LIGHTOLLER. We remarked on the weather, about its being calm, clear. We remarked the distance we could see. We seemed to be able to see a long distance. Everything was very clear. We could see the stars setting down to the horizon.

Senator SMITH. It was cold, was it not?

Mr. LIGHTOLLER. Yes, sir.

Senator SMITH. Sharp?

Mr. LIGHTOLLER. Yes, sir.

Senator SMITH. How cold was it?

Mr. LIGHTOLLER. Thirty-one, sir.

Senator SMITH. Above zero?

Mr. LIGHTOLLER. Thirty-one degrees above zero, yes, sir.

Senator SMITH. Is that unusually cold for that longitude?

Mr. LIGHTOLLER. No, sir.

Senator SMITH. At that time of the year?

Mr. LIGHTOLLER. No, sir.

Senator SMITH. Did you see Mr. Murdock after that?

Mr. LIGHTOLLER. Yes, sir; I saw him when I came out of the quarters after the impact.

Senator SMITH. Where was he?

Mr. LIGHTOLLER. On the bridge.

Senator SMITH. With the captain?

Mr. LIGHTOLLER. One on one side, and one on the other side of the bridge; one on each side.

Senator SMITH. Did you speak to him after that?

Mr. LIGHTOLLER. No, sir.

Senator SMITH. I mean after he took the watch?

Mr. LIGHTOLLER. No, sir.

Senator SMITH. You never spoke to him again?

Mr. LIGHTOLLER. No, sir.

Senator SMITH. You were not together when you finally parted from the ship?

Mr. LIGHTOLLER. No, sir.

Senator SMITH. You saw him on the bridge at that time?

Mr. LIGHTOLLER. Immediately after the impact; yes, sir.

Senator SMITH. Did he remain there until the end?

Mr. LIGHTOLLER. He was getting the boats out on the starboard side later on.

Senator SMITH. Later?

Mr. LIGHTOLLER. Yes, sir.

Senator SMITH. Did you see him at that work?

Mr. LIGHTOLLER. No, sir; I was on the port side.

Senator SMITH. How do you know that he did it?

Mr. LIGHTOLLER. I saw him at the last boat.

Senator SMITH. Just what time he left the bridge, I don't suppose you know?

Mr. LIGHTOLLER. No, sir.

Senator SMITH. Where did you last see the captain?

Mr. LIGHTOLLER. On the boat deck, sir.

Senator SMITH. On the boat deck?

Mr. LIGHTOLLER. Yes, sir.

Senator SMITH. How long before the vessel sank?

Mr. LIGHTOLLER. I could not say, sir; I saw him about the boat deck two or three times. I had occasion to go to him.

Senator SMITH. Was the vessel broken in two in any manner, or intact?

Mr. LIGHTOLLER. Absolutely intact.

Senator SMITH. On the decks?

Mr. LIGHTOLLER. Intact, sir.

Senator SMITH. When you came out of your room after the impact, did you see any ice on the decks?

Mr. LIGHTOLLER. No, sir.

Senator SMITH. Did you see or hear any exclamations of pain?

Mr. LIGHTOLLER. No, sir.

Senator SMITH. Do you know whether anyone was injured?

Mr. LIGHTOLLER. No, sir.

Senator SMITH. By ice on deck?

Mr. LIGHTOLLER. No, sir.

Senator SMITH. Tell us, as nearly as you can, just where you saw the captain last, with reference to the sinking of this ship.

Mr. LIGHTOLLER. I think the bridge was the last place I saw him, sir; I am not sure. I think he was crossing the bridge.

Senator SMITH. What do you mean by that?

Mr. LIGHTOLLER. Walking across.

Senator SMITH. From one side to the other?

Mr. LIGHTOLLER. No, sir; just coming across. I merely recognized a glimpse. I have a slight recollection of having seen him whilst I was walking. It is my recollection that I saw him crossing the bridge. I think that was the last.

Senator SMITH. How large was this bridge? How large was it on the *Titanic*?

Mr. LIGHTOLLER. It extends the width of the ship, sir.

Senator SMITH. It extends the width of the ship?

Mr. LIGHTOLLER. Yes, sir; and 18 inches over each side.

Senator SMITH. And how far forward?

Mr. LIGHTOLLER. In amidships, about 20 feet; in the wings, about 10 feet.

Senator SMITH. When you saw him was he giving any orders?

Mr. LIGHTOLLER. I was not near enough to know, sir.

Senator SMITH. How near were you?

Mr. LIGHTOLLER. About 50 feet away.

Senator SMITH. What did he seem to be doing—pacing?

Mr. LIGHTOLLER. No, sir; not pacing. Just walking straight across, as if he had some object that he was walking toward.

Senator SMITH. He was walking from one side to the other?

Mr. LIGHTOLLER. Yes, sir; from starboard to port.

Senator SMITH. Did that give him a full sweep of view of the situation?

Mr. LIGHTOLLER. Yes, sir.

Senator SMITH. If he had been giving orders would you have heard them?

Mr. LIGHTOLLER. Yes, sir.

Senator SMITH. And you did not hear any such thing at that time?

Mr. LIGHTOLLER. At that time; no, sir.

Senator SMITH. What were the last orders you heard him give?

Mr. LIGHTOLLER. When I asked him, “Shall I put the women and children in the boats?” he replied, “Yes; and lower away.” Those were the last orders he gave.

Senator SMITH. Where was he at that time?

Mr. LIGHTOLLER. About abreast the No. 6 boat.

Senator SMITH. How long was that before the ship sunk?

Mr. LIGHTOLLER. Approximately somewhere about a quarter to say. I don’t know what time it was, sir. It would be only a guess.

Senator SMITH. It was after this impact?

Mr. LIGHTOLLER. Yes, sir.

Senator SMITH. After the collision?

Mr. LIGHTOLLER. Yes, sir.

Senator SMITH. And about how long after? What time did the collision occur?

Mr. LIGHTOLLER. I do not know. I understand—I only gather it that it occurred shortly before 12 o’clock.

Senator SMITH. When you heard it, did you look at your watch or make a note of it?

Mr. LIGHTOLLER. No, sir.

Senator SMITH. How long was the vessel afloat after this collision?

Mr. LIGHTOLLER. That I do not know either, only from what I was told.

Senator SMITH. What were you told?

Mr. LIGHTOLLER. I was told she sunk at 2.20.

Senator SMITH. Who told you that?

Mr. LIGHTOLLER. We came to the conclusion amongst the officers by various indications.

Senator SMITH. Did any officer that you communicated with know the exact moment of this impact or collision?

Mr. LIGHTOLLER. That I could not say, sir.

Senator SMITH. Of course you had a watch with you?

Mr. LIGHTOLLER. No, sir.

Senator SMITH. Did you have a watch in your room?

Mr. LIGHTOLLER. In my room; yes, sir.

Senator SMITH. Did you keep it or is it gone?

Mr. LIGHTOLLER. Oh, it is gone, sir.

Senator SMITH. You did not know whether it was running or stopped? You did not look at it?

Mr. LIGHTOLLER. I did not look at it, sir.

Senator SMITH. You asked the captain on the boat deck whether the lifeboats should take the women and children first, if I understand you correctly?

Mr. LIGHTOLLER. Not quite, sir; I asked him: “Shall I put the women and children in the boats?” The captain replied, “Yes, and lower away.”

Senator SMITH. What did you then do?

Mr. LIGHTOLLER. I carried out his orders.

Senator SMITH. Except as to this one boat that could not be lowered?

Mr. LIGHTOLLER. I am speaking of the port side of the ship. I was running the port side only.

Senator SMITH. Were all the boats lowered on the port side?

Mr. LIGHTOLLER. They were all lowered with the exception of one, the last boat, which was stowed on top of the officers' quarters. We had not time to launch it nor yet to open it.

Senator SMITH. I did not get the first word. Was it injured?

Mr. LIGHTOLLER. No, sir; I said it was stowed on top of the officers' quarters. And when all the other boats were away, I called for men to go up there, told them to cut her adrift and throw her down.

Senator SMITH. How did it happen to be stowed up there? Was that an unusual place for it?

Mr. LIGHTOLLER. No, sir.

Senator SMITH. Well, what happened to that boat?

Mr. LIGHTOLLER. It floated off the ship, sir.

Senator SMITH. It floated off?

Mr. LIGHTOLLER. Yes.

Senator SMITH. Without anyone in it?

Mr. LIGHTOLLER. I understand the men standing on top, who assisted to launch it down, jumped onto it as it was on the deck and floated off with it.

Senator SMITH. What type of boat was it?

Mr. LIGHTOLLER. Collapsible.

Senator SMITH. Did you see it afterwards?

Mr. LIGHTOLLER. Eventually. It was the boat that I got on.

Senator SMITH. Eventually that was the boat that you got on?

Mr. LIGHTOLLER. Yes, sir; bottom up.

Senator SMITH. Did you see the captain after that final order with reference to the women and children?

Mr. LIGHTOLLER. Yes, sir.

Senator SMITH. Where?

Mr. LIGHTOLLER. Walking across the bridge, sir.

Senator SMITH. Did you have any further communication with him?

Mr. LIGHTOLLER. No, sir; none.

Senator SMITH. So far as you know, was that the last place that he was seen?

Mr. LIGHTOLLER. I could not say, sir.

Senator SMITH. You don't know what occurred to the captain after that?

Mr. LIGHTOLLER. No, sir.

Senator SMITH. This lifeboat which was taken from the top of the officers' quarters, and that you finally reached, contained how many people?

Mr. LIGHTOLLER. When it floated off the ship?

Senator SMITH. Yes.

Mr. LIGHTOLLER. I could not say how many.

Senator SMITH. How many after you had gotten into it?

Mr. LIGHTOLLER. We were thrown off a couple of times. It was cleared; it was a flat, collapsible boat. When I came to it, it was bottom up, and there was no one on it.

Senator SMITH. No one on it?

Mr. LIGHTOLLER. And it was on the other side of the ship.

Senator SMITH. What did you do when you came to it?

Mr. LIGHTOLLER. I hung on to it.

Senator SMITH. You floated with it merely?

Mr. LIGHTOLLER. Yes, sir.

Senator SMITH. Was that all the service it ever rendered? Was that the only service this lifeboat performed?

Mr. LIGHTOLLER. No, sir. Eventually about 30 of us got in it.

Senator SMITH. Tell us just how it occurred.

Mr. LIGHTOLLER. From the time the ship went down, you mean?

Senator SMITH. No; from the time you found this overturned lifeboat.

Mr. LIGHTOLLER. Yes, sir. Immediately after finding that overturned lifeboat, and when I came up alongside of it, there were quite a lot of us in the water around it preparatory to getting up on it.

Senator SMITH. With life preservers?

Mr. LIGHTOLLER. Yes, sir. Then the forward funnel fell down—

Senator SMITH. Were there any persons there without life preservers?

Mr. LIGHTOLLER. No, sir. Not that I know of. The forward funnel falling down, it fell alongside of the lifeboat, about 4 inches clear of it.

Senator SMITH. What was this that fell?

Mr. LIGHTOLLER. The forward funnel.

Senator SMITH. Did it strike the boat?

Mr. LIGHTOLLER. It missed the boat.

Senator SMITH. Then what?

Mr. LIGHTOLLER. It fell on all the people there were alongside of the boat, if there were any there.

Senator SMITH. Injure any of them seriously?

Mr. LIGHTOLLER. I could not say, sir.

Senator SMITH. Did it kill anybody?

Mr. LIGHTOLLER. I could not say, sir.



Senator SMITH. Was this vessel sinking pretty rapidly at that time?

Mr. LIGHTOLLER. Pretty quickly, sir.

Senator SMITH. Do you know any of the men who were in the water as you were and who boarded this lifeboat?

Mr. LIGHTOLLER. Yes, sir.

Senator SMITH. Give their names.

Mr. LIGHTOLLER. Mr. Thayer, a first-class passenger; the second Marconi operator—I can tell you his name in a minute—Bride.

Senator SMITH. Was that the boat that Col. Gracie——

Mr. LIGHTOLLER. Oh, yes; and Col. Gracie.

Senator SMITH. Col. Gracie, of the United States Army?

Mr. LIGHTOLLER. I think I have his card.

Senator SMITH. It was Col. Gracie, anyway?

Mr. LIGHTOLLER. Col. Gracie was on the upturned boat with me; yes.

Senator SMITH. Was he on the upturned boat before you got it righted around?

Mr. LIGHTOLLER. We never righted it.

Senator SMITH. You never righted it?

Mr. LIGHTOLLER. No, sir; we could not.

Senator SMITH. Who else was there?

Mr. LIGHTOLLER. I think all the rest were firemen taken out of the water, sir. Those are the only passengers that I know of.

Senator SMITH. No other passengers?

Mr. LIGHTOLLER. There were two or three that died. I think there were three or four who died during the night.

Senator SMITH. Aboard this boat with you?

Mr. LIGHTOLLER. Yes, sir; I think the senior Marconi operator was on the boat and died. The Marconi junior operator told me that the senior was on this boat and died.

Senator SMITH. From the cold?

Mr. LIGHTOLLER. Presumably.

Senator SMITH. Not from the blow of this——

Mr. LIGHTOLLER. No; not that I know of.

Senator SMITH. How many persons altogether?

Mr. LIGHTOLLER. I should roughly estimate about 30. She was packed standing from stem to stern at daylight.

Senator SMITH. Was there any effort made by others to board her?

Mr. LIGHTOLLER. We took all on board that we could.

Senator SMITH. I understand, but I wanted to know whether there was any effort made by others to get aboard?

Mr. LIGHTOLLER. Not that I saw.

Senator SMITH. There must have been a great number of people in the water?

Mr. LIGHTOLLER. But not near us. They were some distance away from us.

Senator SMITH. How far?

Mr. LIGHTOLLER. It seemed about a half a mile.

Senator SMITH. Was not this the only raft or craft in sight?

Mr. LIGHTOLLER. It was dark, sir.

Senator SMITH. Yes. But this was the only thing there was to get on at that time?

Mr. LIGHTOLLER. With the exception of the wreckage.

Senator SMITH. With the exception of what floated off the ship?

Mr. LIGHTOLLER. Yes, sir.

Senator SMITH. In the form of wreckage?

Mr. LIGHTOLLER. Yes, sir.

Senator SMITH. Did you see Col. Gracie?

Mr. LIGHTOLLER. I don't know whether I saw him, sir. I met him on the *Carpathia* afterwards, of course.

Senator SMITH. Do you remember seeing him in the water?

Mr. LIGHTOLLER. No, sir.

Senator SMITH. Who took command of that overturned lifeboat?

Mr. LIGHTOLLER. I did, as far as command was necessary.

Senator SMITH. Did your judgment rule the conduct of those on it?

Mr. LIGHTOLLER. Yes, sir; that is my reason for saying that I believe it was mostly the crew of the ship, because of the implicit obedience.

Senator SMITH. When you left the ship, did you see any women or children on board?

Mr. LIGHTOLLER. None whatever.

Senator SMITH. Could you give us any estimate whatever as to the number of first and second class passengers that were on board when the ship went down?

Mr. LIGHTOLLER. No, sir.

Senator SMITH. Were there any on the so-called boat deck?

Mr. LIGHTOLLER. Yes, sir.

Senator SMITH. Were there quite a number, in your opinion?

Mr. LIGHTOLLER. A number of people—what they were, first, second, or third, crew or firemen, I could not say, sir.

Senator SMITH. But there were many people still on the ship?

Mr. LIGHTOLLER. Yes, sir.

Senator SMITH. And, so far as you could observe, could you tell whether they were equipped with life preservers?

Mr. LIGHTOLLER. As far as I could see, throughout the whole of the passengers, or the whole of the crew, everyone was equipped with a life preserver, for I looked for it especially.

Senator SMITH. Were the passengers on those decks instructed at any time to go to one side or the other of the ship?

Mr. LIGHTOLLER. Yes.

Senator SMITH. What do you know about that?

Mr. LIGHTOLLER. When the ship was taking a heavy list—not heavy list—but she was taking a list over to port, the order was called, I think, by the chief officer, "Everyone on the starboard side to straighten her up," which I repeated.

Senator SMITH. How long before you left the ship?

Mr. LIGHTOLLER. I could not say, sir.

Senator SMITH. About how long?

Mr. LIGHTOLLER. Half an hour or three quarters of an hour.

Senator SMITH. Before you left?

Mr. LIGHTOLLER. Yes.

Senator SMITH. How were these passengers selected in going the lifeboats?

Mr. LIGHTOLLER. By their sex.

Senator SMITH. Whenever you saw a woman?

Mr. LIGHTOLLER. Precisely.

Senator SMITH. She was invited to go into one of these boats?

Mr. LIGHTOLLER. Excepting the stewardesses. We turned several of those away.

Senator SMITH. Except the employees?

Mr. LIGHTOLLER. Except the stewardesses; yes.

Senator SMITH. And did you see any attempt made to get women to enter the lifeboats who refused to go?

Mr. LIGHTOLLER. Yes, sir.

Senator SMITH. How many?

Mr. LIGHTOLLER. I couldn't say, sir.

Senator SMITH. Several?

Mr. LIGHTOLLER. A few.

Senator SMITH. What reason was given why they did not?

Mr. LIGHTOLLER. I had not time; I didn't notice. Merely they would not come.

Senator SMITH. Did they ask that their families be taken?

Mr. LIGHTOLLER. Yes; one or two.

Senator SMITH. And were families taken, to your knowledge?

Mr. LIGHTOLLER. Not to my knowledge.

Senator SMITH. Were the boat that was on top of the officers' quarters that overturned, and the boat that was stuck in the tackle both made use of in any way, or but one?

Mr. LIGHTOLLER. But one.

Senator SMITH. So that altogether there were how many lifeboats actually used?

Mr. LIGHTOLLER. Nineteen.

Senator SMITH. How many actually picked up by the *Carpathia*?

Mr. LIGHTOLLER. All accounted for.

Senator SMITH. One, however, was badly injured, and another lifeboat took the passengers from it, did they not?

Mr. LIGHTOLLER. That was the upturned one that I was on.

Senator SMITH. That was the upturned one that you were on?

Mr. LIGHTOLLER. Yes, sir.

Senator SMITH. And they took you into another lifeboat?

Mr. LIGHTOLLER. Yes, sir.

Senator SMITH. All of those who were with you?

Mr. LIGHTOLLER. Yes, sir.

Senator SMITH. Was the lifeboat full at that time?

Mr. LIGHTOLLER. I counted 65 heads, not including myself or any that were in the bottom of the boat. I roughly estimated about 75 in the boat.

Senator SMITH. Was the boat safe with that number of people in it?

Mr. LIGHTOLLER. Safe in smooth water only.

Senator SMITH. How many of those lifeboats did you help load?

Mr. LIGHTOLLER. All except one or two on the port side.

Senator SMITH. Who determined the number of people who should go into the lifeboats?

Mr. LIGHTOLLER. I did.

Senator SMITH. How did you reach a conclusion as to the number that should be permitted to go in?

Mr. LIGHTOLLER. My own judgment about the strength of the tackle.

Senator SMITH. How many did you put in each boat?

Mr. LIGHTOLLER. In the first boat I put about 20 or 25. Twenty, sir.

Senator SMITH. How many men?

Mr. LIGHTOLLER. No men.

Senator SMITH. How many seamen?

Mr. LIGHTOLLER. Two.

Senator SMITH. In the first boat?

Mr. LIGHTOLLER. Yes, sir.

Senator SMITH. Was that sufficient to take care of the boat?

Mr. LIGHTOLLER. We wanted them on deck.

Senator SMITH. For what purpose?

Mr. LIGHTOLLER. Lowering away the boats.

Senator SMITH. Do you mean that there would not have been sufficient on deck and to man the lifeboats at the same time?

Mr. LIGHTOLLER. Not to distribute more than two to a boat, sir. It would not be safe.

Senator SMITH. That is not the usual requirement, is it—two to a boat?

Mr. LIGHTOLLER. Quite sufficient under the conditions.

Senator SMITH. As a matter of fact, women were obliged to row those boats for hours?

Mr. LIGHTOLLER. Yes, a great many did, I know.

Senator SMITH. That indicated that they were not fully equipped?

Mr. LIGHTOLLER. Not necessarily, sir.

Senator SMITH. How many oars in a boat?

Mr. LIGHTOLLER. I think it is 16, the full equipment.

Senator SMITH. How many persons can use an oar at one time? I do not mean how many can, but I mean how many ordinarily would?

Mr. LIGHTOLLER. Do you mean during boat practice, for instance?

Senator SMITH. I should like to know how many during practice and I should like to know how many in actual danger such as this.

Mr. LIGHTOLLER. We would man about five oars a side. In the boat I was in we could pull only three oars.

Senator SMITH. You couldn't pull at all, could you, in your boat?

Mr. LIGHTOLLER. We managed to keep our head to the sea with three oars.

Senator SMITH. You mean you got hold of three oars after the boat was turned over?

Mr. LIGHTOLLER. No, sir. The one that picked us up, afterwards.

Senator SMITH. You did not have any means of propelling your craft until you were taken from this upturned boat?

Mr. LIGHTOLLER. A couple of bits of wood we picked up, only.

Senator SMITH. You say five men on a side?

Mr. LIGHTOLLER. As far as I remember, five a side.

Senator SMITH. Does that mean that a single individual will be an oar?

Mr. LIGHTOLLER. Not necessarily. You can do what we call double or treble bank.

Senator SMITH. Tell me what that is.

Mr. LIGHTOLLER. Two or three pulling abreast of one another, or holding an oar here, another there, and another one there.

Senator SMITH. Abreast?

Mr. LIGHTOLLER. Abreast, another couple in front turned around facing and pushing the oar.

Senator SMITH. Pushing?

Mr. LIGHTOLLER. Pushing, standing up in the boat.

Senator SMITH. So that it is entirely possible and often the case that men face one another in working these oars?

Mr. LIGHTOLLER. Precisely.

Senator SMITH. And therefore, in the case of a boat with its full complement of men, one man might be where he could see the ship, pulling with his back to the sea and another with his back to the ship and his face to the sea?

Mr. LIGHTOLLER. Precisely.

Senator SMITH. You say there were about 25 in this first lifeboat?

Mr. LIGHTOLLER. About that.

Senator SMITH. And that it was loaded under your orders?

Mr. LIGHTOLLER. Under my orders.

Senator SMITH. What happened to that lifeboat, the first one loaded?

Mr. LIGHTOLLER. It was loaded and sent away from the ship.

Senator SMITH. Did it not return to the ship because it was only half loaded?

Mr. LIGHTOLLER. Not to my knowledge, sir.

Senator SMITH. As a matter of fact it was not much more than half loaded, was it?

Mr. LIGHTOLLER. You mean its floating capacity?

Senator SMITH. Yes.

Mr. LIGHTOLLER. Floating capacity; no.

Senator SMITH. How did it happen you did not put more people into that boat?

Mr. LIGHTOLLER. Because I did not consider it safe.

Senator SMITH. In a great emergency like that, where there were limited facilities, could you not have afforded to try to put more people into that boat?

Mr. LIGHTOLLER. I did not know it was urgent then. I had no idea it was urgent.

Senator SMITH. You did not know it was urgent?

Mr. LIGHTOLLER. Nothing like it.

Senator SMITH. Supposing you had known it was urgent, what would you have done?

Mr. LIGHTOLLER. I would have acted to the best of my judgment then.

Senator SMITH. Tell me what you would have thought wise——

Mr. LIGHTOLLER. I would have taken more risks. I should not have considered it wise to put more in, but I might have taken risks.

Senator SMITH. As a matter of fact are not these lifeboats so constructed as to accommodate 40 people?

Mr. LIGHTOLLER. Sixty-five in the water, sir.

Senator SMITH. Sixty-five in the water, and about 40 as they are being put into the water?

Mr. LIGHTOLLER. No, sir.

Senator SMITH. How?

Mr. LIGHTOLLER. No, sir; it all depends on your gears, sir. If it were an old ship, you would barely dare to put 25 in.

Senator SMITH. But this was a new one?

Mr. LIGHTOLLER. And therefore I took chances with her afterwards.

Senator SMITH. You put 25 in?

Mr. LIGHTOLLER. In the first.

Senator SMITH. And two men?

Mr. LIGHTOLLER. And two men.

Senator SMITH. How were those two men selected; arbitrarily by you?

Mr. LIGHTOLLER. No, sir. They were selected by me; yes.

Senator SMITH. Who were they?

Mr. LIGHTOLLER. I could not say, sir.

Senator SMITH. How did you happen to choose those particular men?

Mr. LIGHTOLLER. Because they were standing near.

Senator SMITH. Did they want to go?

Mr. LIGHTOLLER. I did not ask them.

Senator SMITH. You did not call for volunteers?

Mr. LIGHTOLLER. They went by my orders.

Senator SMITH. You directed that it should be done?

Mr. LIGHTOLLER. Yes.

Senator SMITH. And they got in?

Mr. LIGHTOLLER. They did.

Senator SMITH. And 23 people besides?

Mr. LIGHTOLLER. I should say about 24; something like that.

Senator SMITH. Did you see any lifeboat return to the ship and take on additional passengers?

Mr. LIGHTOLLER. No, sir.

Senator SMITH. How many did the second boat contain?

Mr. LIGHTOLLER. About 30.

Senator SMITH. How many men?

Mr. LIGHTOLLER. Two.

Senator SMITH. How many women and children?

Mr. LIGHTOLLER. About 30.

Senator SMITH. Women or women and children?

Mr. LIGHTOLLER. I should say, roughly, 30, and probably grown-ups.

Senator SMITH. Do you remember whether you counted off 30?

Mr. LIGHTOLLER. No, sir; I had no time.

Senator SMITH. What side were you loading on?

Mr. LIGHTOLLER. On the port side of the ship, sir.

Senator SMITH. Were those 30 lowered?

Mr. LIGHTOLLER. Yes; lowered and sent away.

Senator SMITH. From what deck?

Mr. LIGHTOLLER. From the boat deck.

Senator SMITH. You do not know, I suppose, whether they were first or second cabin passengers?

Mr. LIGHTOLLER. No.

Senator SMITH. There were two men?

Mr. LIGHTOLLER. Two men, as far as I remember, sir.

Senator SMITH. Did you see that boat again alongside or any place else?

Mr. LIGHTOLLER. By the *Titanic*, sir?

Senator SMITH. Yes.

Mr. LIGHTOLLER. No; not to my knowledge.

Senator SMITH. How many did the third boat contain?

Mr. LIGHTOLLER. By the time I came to the third boat I was aware that it was getting serious, and then I started to take chances.

Senator SMITH. How long did it take to lower a boat—fill it and lower it?

Mr. LIGHTOLLER. Just filling it and lowering it, and not clearing it away?

Senator SMITH. Filling and lowering and clearing?

Mr. LIGHTOLLER. We clear it away first, then heave it out over the side, then lower it down level with the rail, and then commence to fill it with people. Previous to that we have to take the covers all off, haul out all the falls and coil them down clear.

Senator SMITH. How long do you think it took you to uncover and lower that lifeboat?

Mr. LIGHTOLLER. It is difficult to say, sir; 15 or 20 minutes.

Senator SMITH. Were there any lifeboats being lowered from the other side at the same time?

Mr. LIGHTOLLER. I do not know, sir.

Senator SMITH. How did it happen that you had charge of that feature?

Mr. LIGHTOLLER. Because I took charge.

Senator SMITH. You took charge of it?

Mr. LIGHTOLLER. Yes, sir.

Senator SMITH. And where was Mr. Murdock at that time?

Mr. LIGHTOLLER. As far as I know, he had charge of the star-board side.

Senator SMITH. How many passengers did the third boat contain?

Mr. LIGHTOLLER. I can only guess. I filled her up as full as I could, and lowered her as full as I dared.

Senator SMITH. How many seamen?

Mr. LIGHTOLLER. Two.

Senator SMITH. You followed that rule?

Mr. LIGHTOLLER. I followed that rule throughout.

Senator SMITH. You filled it full?

Mr. LIGHTOLLER. As full as I possibly dared.

Senator SMITH. Did you have any difficulty in doing it?

Mr. LIGHTOLLER. In what manner?

Senator SMITH. Were the people ready to go?

Mr. LIGHTOLLER. Perfectly quiet and ready.

Senator SMITH. Any jostling or pushing or crowding?

Mr. LIGHTOLLER. None whatever.

Senator SMITH. The men all refrained from asserting their strength and crowding back the women and children?

Mr. LIGHTOLLER. They could not have stood quieter if they had been in church.

Senator SMITH. If you had filled that third boat full, how many people would you have had in it?

Mr. LIGHTOLLER. What do you mean by full?

Senator SMITH. To its full capacity.

Mr. LIGHTOLLER. Sixty-five.

Senator SMITH. Beg pardon?

Mr. LIGHTOLLER. Sixty-five, sir.

Senator SMITH. Do you think you had that many in it?

Mr. LIGHTOLLER. Certainly not, sir.

Senator SMITH. How many did you have?

Mr. LIGHTOLLER. Thirty-five, I should say, sir.

Senator SMITH. Thirty-five?



Mr. LIGHTOLLER. About.

Senator SMITH. And two men?

Mr. LIGHTOLLER. Yes.

Senator SMITH. Then the fourth boat. Was there any fourth boat on that side?

Mr. LIGHTOLLER. There were eight boats to a side.

Senator SMITH. As to the fourth boat, you followed the same course?

Mr. LIGHTOLLER. The same order; the same conditions.

Senator SMITH. You put two men in each?

Mr. LIGHTOLLER. I think I was getting short of men, if I remember rightly. I started to putting one seaman and a steward in.

Senator SMITH. One seaman and a steward?

Mr. LIGHTOLLER. Yes. That was the boat I had to put a man passenger in. I could only find one seaman. I had started to lower the boat. I had to put two seamen in and then I wanted two for lowering. It is absolutely necessary to have a seaman on each fall. No one else can lower a boat. I was calling for seamen, and one of the seamen jumped out of the boat and started to lower away. The boat was half way down when the women called out and said that there was only one man in the boat. I had only two seamen and could not part with them, and was in rather a fix to know what to do, when a passenger called out and said, "If you like, I will go."

Senator SMITH. Did you know him?

Mr. LIGHTOLLER. I did not.

Senator SMITH. Was he an officer of the ship?

Mr. LIGHTOLLER. No, sir; a first-class passenger.

Senator SMITH. You don't know who he was?

Mr. LIGHTOLLER. I have found out who he was since.

Senator SMITH. Who was he?

Mr. LIGHTOLLER. Maj. Pusey.

Senator SMITH. Of Toronto?

Mr. LIGHTOLLER. Of Toronto. That is the name, yes.

Senator SMITH. Is he an officer of the British Army?

Mr. LIGHTOLLER. I don't know what he is. He is not a Britisher. anyway.

Senator SMITH. Did he volunteer?

Mr. LIGHTOLLER. No, sir.

Senator SMITH. What did he say?

Mr. LIGHTOLLER. He merely said, "I will go if you like." I said "Are you a seaman," and he said "I am a yachtsman." I said "If you are sailor enough to get out on that fall"—that is a difficult thing to get to, over the ship's side, 8 feet away, and means a long swing on a dark night—"if you are sailor enough to get out there, you can go down." And he proved he was, by going down. And he afterwards proved himself a brave man, too.

Senator SMITH. In what respect?

Mr. LIGHTOLLER. From the accounts I heard of him after we were rescued.

Senator SMITH. You mean as to his conduct?

Mr. LIGHTOLLER. As to his conduct.

Senator SMITH. In the lifeboat?

Mr. LIGHTOLLER. In the lifeboat.

Senator SMITH. How old a man was he, about?

Mr. LIGHTOLLER. Forty-five or fifty.

Senator SMITH. Did he have any family with him?

Mr. LIGHTOLLER. I couldn't say, sir.

Senator SMITH. Had you ever seen him before?

Mr. LIGHTOLLER. Never.

Senator SMITH. Have you seen him since?

Mr. LIGHTOLLER. I saw him on the *Carpathia*. I made it my business to find him.

Senator SMITH. How many did you say you had in this boat?

Mr. LIGHTOLLER. Thirty-five; about the same, as far as I remember.

Senator SMITH. That is the fourth one. How about the fifth?

Mr. LIGHTOLLER. As far as I know, the conditions were the same.

Senator SMITH. Did you have to call somebody from among the passengers?

Mr. LIGHTOLLER. No, sir; I can not remember anything in particular about that boat.

Senator SMITH. About the fifth?

Mr. LIGHTOLLER. No, sir; no particular incident strikes me. I was getting along then just as fast as ever I could. I was too quick to bother about things.

Senator SMITH. How many women were you caring for? How many did you have aboard the ship?

Mr. LIGHTOLLER. I could not say.

Senator SMITH. Do you know whether they were all cared for?

Mr. LIGHTOLLER. I could not say, sir.

Senator SMITH. All that would go?

Mr. LIGHTOLLER. In the case of the last boat I got out, I had the utmost difficulty in finding women. It was the very last boat of all, after all the other boats were put out and we came forward to put out the collapsible boats. In the meantime the forward emergency boat had been put out by one of the other officers. So we rounded up the tackles and got the collapsible boat to put that over. Then I called for women and could not get hold of any. Somebody said, "There are no women." With this, several men——

Senator SMITH. Who said that?

Mr. LIGHTOLLER. I do not know, sir.

Senator SMITH. On what deck was that?

Mr. LIGHTOLLER. On the boat deck.

Senator SMITH. Were all the women supposed to be on the boat deck?

Mr. LIGHTOLLER. Yes, sir; they were supposed to be.

Senator SMITH. Why?

Mr. LIGHTOLLER. Because the boats were there. I might say that previous to putting this berthen boat out we had lowered a boat from A deck one deck down below. That was through my fault. It was the first boat I had lowered. I was intending to put the passengers in from A deck. On lowering it down I found the windows were closed. So I sent some one down to open the windows and carried it on with the other boats, but decided it was not worth while lowering them down, that I could manage just as well from the boat deck. When I came forward from the other boats I loaded that boat from A deck by getting the women out through the windows. My idea in filling the boats there was because there was a wire hawser running along the side of the ship for coaling purposes, and it was handy to tie the boat

in to, to hold it so that nobody could drop between the side of the boat and the ship.

Senator SMITH. Which one was that?

Mr. LIGHTOLLER. That is No. 4; No. 4 boat.

Senator SMITH. That was filled from there?

Mr. LIGHTOLLER. That was filled from there, loaded, and sent away. Then we went to this berthen boat.

Senator SMITH. In the fifth boat; how many seamen were there?

Mr. LIGHTOLLER. As far as I remember, two seamen.

Senator SMITH. Two?

Mr. LIGHTOLLER. Yes, sir.

Senator SMITH. How many people did you put into it?

Mr. LIGHTOLLER. I might have put a good deal more; I filled her up as much as I could. When I got down to the fifth boat, that was aft.

Senator SMITH. You were still using your best judgment?

Mr. LIGHTOLLER. I was not using very much judgment then; I was filling them up.

Senator SMITH. At that time you felt——

Mr. LIGHTOLLER. I knew it was a question of the utmost speed, to get the boats away.

Senator SMITH. To get them away?

Mr. LIGHTOLLER. Yes, sir.

Senator SMITH. In that situation you were quite sure that they were filled to their capacity?

Mr. LIGHTOLLER. Yes, sir. I don't say to their floating capacity, I don't say 65.

Senator SMITH. But about the same number of persons were in each boat?

Mr. LIGHTOLLER. I should say 35 or 40.

Senator SMITH. Was the sixth one loaded in the same manner?

Mr. LIGHTOLLER. I think the sixth one put down was this one from A deck that I spoke of—no, the fifth one would be from A deck. I think the chief officer, under his direct supervision, lowered a boat from the after end. Of course I can not be absolutely certain. But when I came forward, as I say, I put the one down from A deck which I told you about. Then we went to the berthen boat, which is the last boat on the port side, the collapsible boat.

Senator SMITH. The fifth boat was lowered in the same manner?

Mr. LIGHTOLLER. Yes, sir. I think it was the fifth from the A deck.

Senator SMITH. With two seamen?

Mr. LIGHTOLLER. Yes.

Senator SMITH. And the balance women?

Mr. LIGHTOLLER. Women and children.

Senator SMITH. Women and children? Up to this time, so far as you recollect, no men had been permitted to get into these boats?

Mr. LIGHTOLLER. None had attempted to do so; no, sir.

Senator SMITH. How about the sixth boat?

Mr. LIGHTOLLER. That is the collapsible, the surfboat?

Senator SMITH. That is the collapsible. Did you take the same course with that?

Mr. LIGHTOLLER. That is a much smaller boat.

Senator SMITH. How many seamen did you put in that?

Mr. LIGHTOLLER. I think there was one seaman and one steward. I could not say.

Senator SMITH. Do you recollect whether there was a light on that boat?

Mr. LIGHTOLLER. No, sir; I was not looking for lights.

Senator SMITH. Do you recollect whether Mrs. Douglass, of Minneapolis, was in that boat?

Mr. LIGHTOLLER. I don't know her at all, sir.

Senator SMITH. Have you had any talk with her about it?

Mr. LIGHTOLLER. Never have spoken to her or seen her, to my knowledge.

Senator SMITH. How many people were put into this sixth boat?

Mr. LIGHTOLLER. Fifteen or perhaps 20. Between 15 and 20.

Senator SMITH. And two seamen?

Mr. LIGHTOLLER. I do not know what seamen——

Senator SMITH. Or one?

Mr. LIGHTOLLER. I think one seaman probably, if I had one seaman there. Perhaps it was two stewards. I do not know, sir.

Senator SMITH. Would the two stewards answer the same purpose?

Mr. LIGHTOLLER. They would have to.

Senator SMITH. Did you select the men to take that boat the same as you had before?

Mr. LIGHTOLLER. You mean whether I ordered them in?

Senator SMITH. Yes.

Mr. LIGHTOLLER. I ordered them in.

Senator SMITH. But you can not recall who they were?

Mr. LIGHTOLLER. I was just thinking. No, not with any degree of certainty?

Senator SMITH. Were any of them officers?

Mr. LIGHTOLLER. No, sir.

Senator SMITH. Did you have any difficulty in filling it?

Mr. LIGHTOLLER. With women: yes, sir; great difficulty.

Senator SMITH. But you filled it to its capacity?

Mr. LIGHTOLLER. I filled it with about 15 or 20 eventually mustered up. It took longer to fill that boat than it did any other boat, notwithstanding that the others had more in them. On two occasions the men thought there were no more women and commenced to get in and then found one or two more and then got out again.

Senator SMITH. How long a time do you think you had been in loading these six boats?

Mr. LIGHTOLLER. I don't know, sir.

Senator SMITH. If it took 15 to 20 minutes to a boat?

Mr. LIGHTOLLER. About an hour and a half.

Senator SMITH. About an hour and a half?

Mr. LIGHTOLLER. That is about right.

Senator SMITH. The vessel must have been going down?

Mr. LIGHTOLLER. I lowered the last boat 10 feet and it was in the water.

Senator SMITH. You lowered it 10 feet and it was in the water?

Mr. LIGHTOLLER. Yes, sir.

Senator SMITH. When you began lowering, the boat was about 60 feet up from the water?

Mr. LIGHTOLLER. Seventy feet.

Senator SMITH. From the water?

Mr. LIGHTOLLER. Yes, sir.

Senator SMITH. I mean the deck.

Mr. LIGHTOLLER. From the deck; exactly, sir.

Senator SMITH. What did you do with the seventh boat?

Mr. LIGHTOLLER. That was the finish.

Senator SMITH. What was that?

Mr. LIGHTOLLER. The seventh boat was the one on top of the quarters.

Senator SMITH. That was the last boat that was lowered by your orders?

Mr. LIGHTOLLER. It was the last. It was not lowered.

Senator SMITH. Did you see Mr. Ismay at that time?

Mr. LIGHTOLLER. Mr. Ismay, as far as I know, from what I have gathered afterwards, was on the starboard side of the deck wholly, helping out there.

Senator SMITH. He did not enter the boat from the port side?

Mr. LIGHTOLLER. No, sir.

Senator SMITH. How many people do you think were in the seventh boat?

Mr. LIGHTOLLER. There were not any in it.

Senator SMITH. I mean the sixth boat?

Mr. LIGHTOLLER. The last collapsible boat?

Senator SMITH. Yes.

Mr. LIGHTOLLER. I say about 15.

Senator SMITH. Wouldn't it hold any more than that?

Mr. LIGHTOLLER. Perhaps 20. They won't hold many. They are canvas. They will not stand many.

Senator SMITH. They won't stand very much?

Mr. LIGHTOLLER. Oh, no, sir.

Senator SMITH. So that they really do not answer the purpose of a lifeboat?

Mr. LIGHTOLLER. They are not as good as a lifeboat; no, sir.

Senator SMITH. Have neither the capacity nor the resistance?

Mr. LIGHTOLLER. No, sir. They are merely stowed in a smaller place. Perhaps you can stow at least three of those where you can stow one lifeboat. You can stow them one on top of the other.

Senator SMITH. So far as your knowledge goes, the lifeboats on the port side consisted of how many lifeboats and how many of those canvas boats?

Mr. LIGHTOLLER. Seven lifeboats, one emergency boat, which is on the same principle as the lifeboat, practically, only it is a smaller and handier boat, and two collapsible boats.

Senator SMITH. The one that was in the tackle was the last boat that was attempted to be lowered on the port side?

Mr. LIGHTOLLER. The collapsible boat?

Senator SMITH. Yes.

Mr. LIGHTOLLER. Yes, sir.

Senator SMITH. How many of the collapsible boats were there altogether on the ship?

Mr. LIGHTOLLER. Four.

Senator SMITH. And 16 of another type?

Mr. LIGHTOLLER. Yes, sir.

Senator SMITH. You must have been painfully aware of the fact that there were not enough boats there to care for that large passenger list, were you not?

Mr. LIGHTOLLER. Yes, sir.

Senator SMITH. Do you know who had charge on the starboard side of the lowering and filling of the boats?

Mr. LIGHTOLLER. No, sir. Merely what I am told.

Senator SMITH. What have you been told about it. May be we can get something from that.

Mr. LIGHTOLLER. As far as I know, and I think it is correct, Mr. Murdock. Mr. Murdock was on the starboard side. I was on the port side, and Mr. Murdock was on the starboard side, and the chief officer was superintending generally, and lowered one or two boats himself.

Senator SMITH. From whom did you get that information?

Mr. LIGHTOLLER. Of course, I saw Mr. Murdock there when finally I had finished on the port side.

Senator SMITH. You went to the starboard side?

Mr. LIGHTOLLER. On top; yes, sir.

Senator SMITH. For the purpose of lowering this——

Mr. LIGHTOLLER. I went over to see if I could assist.

Senator SMITH. And you saw him there?

Mr. LIGHTOLLER. I saw him there.

Senator SMITH. From anything you have been told, did he pursue the same course on the starboard side in reference to the filling of the lifeboats, and the complement of seamen as you did?

Mr. LIGHTOLLER. That I could not say.

Senator SMITH. Was there any rule as to that?

Mr. LIGHTOLLER. No, sir.

Senator SMITH. As to the number of seamen?

Mr. LIGHTOLLER. No, sir; except for boat drill. Of course, that was not boat drill.

Senator SMITH. What was the number of the ship's crew?

Mr. LIGHTOLLER. Of seamen?

Senator SMITH. Yes.

Mr. LIGHTOLLER. About 71 seamen.

Senator SMITH. What constituted the crew besides seamen?

Mr. LIGHTOLLER. Firemen and stewards.

Senator SMITH. And their force?

Mr. LIGHTOLLER. Oh, yes. They mustered up something like 800, perhaps a little under, perhaps a little over. Somewhere around 800. About 800, roughly speaking, firemen and stewards. A little less than 800. The crew altogether is about 850 or 860; that is, including seamen, firemen, and stewards.

Senator SMITH. And you had your full complement on this voyage?

Mr. LIGHTOLLER. As far as I know.

Senator SMITH. How do you account for your inability to get hold of more than nine seamen to man those lifeboats on the port side?

Mr. LIGHTOLLER. Earlier, and before I realized that there was any danger, I told off the boatswain to take some men—I didn't say how many, leaving the man to use his own judgment, to go down below and open the gangway doors in order that the boats could come alongside and be filled to their utmost capacity. He complied with the order,



and, so far as I know, went down below, and I did not see him afterwards. That took away a number of men, and we detailed two men for each boat and two men for lowering down.

Senator SMITH. But you did not have two men for each boat, officer. You only had——

Mr. LIGHTOLLER. So far as they will go.

Senator SMITH. You only had nine seamen to seven boats?

Mr. LIGHTOLLER. Well, I have only been telling you approximately. As far as ever I could I put two seamen in a boat. If I didn't have a seaman there I had to put a steward there.

Senator SMITH. I understand that.

Mr. LIGHTOLLER. Sometimes there would be three seamen in a boat. As soon as the boats were lowered to the level of the rail, I would detail one man to jump in and ship the rudder, one man to cast adrift the oars, and one man would see that the plugs were in, and it would take three men.

Senator SMITH. You said you chose these men and when the lifeboat is swung out from the ship and lowered it is supposed that she has her full complement of officers and seamen, is it not?

Mr. LIGHTOLLER. She is swung out and lowered to the level of the rail, sir.

Senator SMITH. Level with the rail but not against the rail?

Mr. LIGHTOLLER. No.

Senator SMITH. When you are lowering the lifeboat you are supposed to have filled it to its safe capacity?

Mr. LIGHTOLLER. Lowering it afterwards from the rail down. You see we have to swing it out first of all and lower it until it is level with the rail, so that the people can have one foot on deck and the other foot to step into the boat. They must be level.

Senator SMITH. When you called Maj. Pusey you had no seamen?

Mr. LIGHTOLLER. Not that I could see, and I couldn't waste time looking for them.

Senator SMITH. When you put the two officers, if I understand you correctly——

Mr. LIGHTOLLER. No officers.

Senator SMITH. Stewards?

Mr. LIGHTOLLER. Stewards.

Senator SMITH. When you put the two stewards into the lifeboat, you had no seamen?

Mr. LIGHTOLLER. If I put two stewards in. As I say, I might have put two stewards in if there were no seamen.

Senator SMITH. How many of the ship's crew survived?

Mr. LIGHTOLLER. Seamen?

Senator SMITH. Seamen and other attachés or employees?

Mr. LIGHTOLLER. Forty-three seamen, 96 stewards and stewardesses, and 71 firemen.

Senator SMITH. Seventy-one firemen?

Mr. LIGHTOLLER. Yes.

Senator SMITH. And how many seamen?

Mr. LIGHTOLLER. Forty-three.

Senator SMITH. So that you lost 28 seamen?

Mr. LIGHTOLLER. Yes.

Senator SMITH. And how many of the crew have been saved altogether? How many survived, altogether?



Mr. LIGHTOLLER. Two hundred and ten.

Senator SMITH. If the same course was followed on the starboard side with the lifeboats that you took on the port side, how were these men saved?

Mr. LIGHTOLLER. I don't know, sir. I know that a great number were taken out of the water. I made it my special business to inquire, and as far as I can gather, for every six people picked out of the water five of them would be firemen or stewards. On our boat, as I have said before, there was Col. Gracie and young Thayer. I think those were the only two passengers.

Senator SMITH. There were no women on the boat?

Mr. LIGHTOLLER. No. I am speaking of the overturned boat.

Senator SMITH. I refer to that. There were no women on your boat?

Mr. LIGHTOLLER. No, sir; these were all taken out of the water and they were firemen and others of the crew.

Senator SMITH. How many were there on that boat?

Mr. LIGHTOLLER. Roughly, about 30. I take that from my own estimate and from the estimate of some one who was looking down from the bridge of the *Carpathia*.

Senator SMITH. Assuming there were 24 of those among the crew?

Mr. LIGHTOLLER. Yes.

Senator SMITH. That would still leave 190 to get over on these other lifeboats that were filled with women and children?

Mr. LIGHTOLLER. Some of the boats went back and picked up people out of the wreckage after the ship had gone down, mostly firemen and stewards.

Senator SMITH. What boats?

Mr. LIGHTOLLER. Some of the lifeboats.

Senator SMITH. Some of the lifeboats went back?

Mr. LIGHTOLLER. That is what I understand; of course, I don't know.

Senator SMITH. How far would they have gone?

Mr. LIGHTOLLER. I don't know, sir. I am only going on hearsay now.

Senator SMITH. They could not have gone very far. You will recall that the captain of the *Carpathia* says that the *Carpathia* did not linger about the scene of the collision but half an hour?

Mr. LIGHTOLLER. They could not have gone very far.

Senator SMITH. These boats would not have gone very far in going back to the scene of the wreck? You do not know of your own knowledge that any of these lifeboats were taken back to the scene of the wreck by anybody?

Mr. LIGHTOLLER. No, sir.

Senator SMITH. As a matter of fact, after rowing these boats as far as they were obliged to row them, in some instances several hours, they would have had little strength to have rowed back, would they not, assuming that the men did the work?

Mr. LIGHTOLLER. I know that they went back, because the men have told me that they were picked up out of the wreckage by the lifeboats that went back.

Senator SMITH. Of your own knowledge you don't know anything about these lifeboats returning?

Mr. LIGHTOLLER. No, sir.

Senator SMITH. From what you have said, you discriminated entirely in the interest of the passengers—first the women and children—in filling these lifeboats?

Mr. LIGHTOLLER. Yes, sir.

Senator SMITH. Why did you do that? Because of the captain's orders, or because of the rule of the sea?

Mr. LIGHTOLLER. The rule of human nature.

Senator SMITH. The rule of human nature? And there was no studied purpose, as far as you know, to save the crew?

Mr. LIGHTOLLER. Absolutely not.

Senator SMITH. The fact that you only put nine seamen into the boats that you lowered, which were half the entire complement——

Mr. LIGHTOLLER. No, sir.

Senator SMITH. One-third?

Mr. LIGHTOLLER. About a third; perhaps a little more than a third; not half.

Senator SMITH. A little more than half when you consider that you did not fill the boat that was on the officers' quarters that was thrown without passengers into the sea?

Mr. LIGHTOLLER. Yes, sir.

Senator SMITH. And one other boat was so entangled in the gearing that it was useless?

Mr. LIGHTOLLER. Yes, sir.

Senator SMITH. That left 18?

Mr. LIGHTOLLER. Yes.

Senator SMITH. Did I understand you to say that 1 of the 18 was injured——

Mr. LIGHTOLLER (interrupting). Yes, you are right; I beg your pardon.

Senator SMITH. So that this really was a little more than half?

Mr. LIGHTOLLER. I had not thought that I put out half because I am under the impression that the chief officer put out a couple of the after ones on my deck, as well as supervising. He evidently found that he had the time, and put out a couple of these boats, and he also lowered the emergency boat; so I think that is 3 he put out, out of 10 on that side. That left me 7. I think that is about what I put out; 7.

Senator SMITH. Did I ask you how many women and children there were aboard ship?

Mr. LIGHTOLLER. You did, sir.

Senator SMITH. Did you reply?

Mr. LIGHTOLLER. I do not know.

Senator SMITH. Is there any record available here of the exact number of passengers—men, women, and children? Mr. Franklin have you that?

Mr. FRANKLIN. That will be furnished.

Senator SMITH. But you are quite clear that there were no women that you could put into the last boat to fill it?

Mr. LIGHTOLLER. Not within my sight and hearing.

Senator SMITH. You were on the boat deck?

Mr. LIGHTOLLER. I was standing in the boat. Oh, I do know the steward that went in the boat now.

Senator SMITH. Tell me who he was.

Mr. LIGHTOLLER. I do not know that I could give his name. If he is here now, I could recognize him if I saw him.

Senator SMITH. That was in the fourth boat?

Mr. LIGHTOLLER. No; the last boat to be lowered in the tackles; the very last boat to be lowered in the tackles.

Senator SMITH. The sixth boat?

Mr. LIGHTOLLER. Yes, sir. I could not tell you his name now, but I know there was a steward there.

Senator SMITH. Did he survive?

Mr. LIGHTOLLER. Yes.

Senator SMITH. Did you notice any Americans?

Mr. LIGHTOLLER. A plenty.

Senator SMITH. Standing near you?

Mr. LIGHTOLLER. Any amount.

Senator SMITH. When you were lowering the women?

Mr. LIGHTOLLER. Any amount. They gave me every assistance they could, regardless of nationality.

Senator SMITH. Did you hear any of their names?

Mr. LIGHTOLLER. What do you mean? At that time, sir?

Senator SMITH. Yes.

Mr. LIGHTOLLER. No, sir.

Senator SMITH. Did any of them attempt to give you their names?

Mr. LIGHTOLLER. No, sir.

Senator SMITH. Do you recall, from anything that you heard on shipboard, the names of any that you may have seen?

Mr. LIGHTOLLER. No; we are not brought in contact with the passengers at all beyond going our rounds.

Senator SMITH. Is it the custom, or was it the custom, of your line to print a list of the prominent passengers?

Mr. LIGHTOLLER. No, sir.

Senator SMITH. Or the passengers in a little leaflet?

Mr. LIGHTOLLER. Yes, sir.

Senator SMITH. The first or second day out?

Mr. LIGHTOLLER. Yes, sir.

Senator SMITH. Was this done?

Mr. LIGHTOLLER. Yes; it is done as far as possible before we leave home.

Senator SMITH. But it is not put out until after the ship has been to sea for a day or two, it is?

Mr. LIGHTOLLER. I think it is possibly put out the day of sailing, sir; but really, I could not answer that question.

Senator SMITH. I wonder if we can obtain it.

Mr. FRANKLIN. There is always one out the day of sailing, and there is a corrected one out later. We can give you the one out the day of sailing.

Senator SMITH. That is the one I would like.

Mr. FRANKLIN. Whether we can get you the corrected one or not is an open problem.

Senator SMITH. I will ask you with what type of davit was the *Titanic* equipped?

Mr. LIGHTOLLER. What is known as the Welin patent.

Senator SMITH. Where were those passengers or people congregated when you last saw the *Titanic*? Were they huddled together into any special part of the ship?

Mr. LIGHTOLLER. No, sir.

Senator SMITH. In sinking, did the ship tilt?

Mr. LIGHTOLLER. Yes, sir.

Senator SMITH. To the fore?

Mr. LIGHTOLLER. Yes, sir.

Senator SMITH. How much?

Mr. LIGHTOLLER. Well, roughly, the crow's nest was level with the water when the bridge went under water.

Senator SMITH. The crow's nest, at the fore point?

Mr. LIGHTOLLER. That is on the foremast. The lookout cage.

Senator SMITH. The crow's nest at the highest point?

Mr. LIGHTOLLER. Yes, sir.

Senator SMITH. Was in the water?

Mr. LIGHTOLLER. Was just about level with the water.

Senator SMITH. When the bridge was submerged?

Mr. LIGHTOLLER. Yes, sir.

Senator SMITH. And about what was the angle?

Mr. LIGHTOLLER. I am afraid I could hardly tell you the angle, sir.

Mr. KIRLIN. Get the plan and find the height of the crow's nest above the deck, and that would give it.

Mr. LIGHTOLLER. The plan showing the height of the crow's nest and the bridge would give it to you, roughly.

Senator SMITH. I ask you again. There must have been a great number of passengers and crew still on the boat, the part of the boat that was not submerged, probably on the high point, so far as possible. Were they huddled together?

Mr. LIGHTOLLER. I could not say, sir. They did not seem to be. I could not say, sir; I did not notice; there were a great many of them; there was a great many of them, I know, but as to what condition they were in, huddled or not, I do not know.

Senator SMITH. Did they make any demonstration?

Mr. LIGHTOLLER. None.

Senator SMITH. Was there any lamentation?

Mr. LIGHTOLLER. No, sir; not a sign of it.

Senator SMITH. There must have been about 2,000 people there on that part—the unsubmerged part of the boat?

Mr. LIGHTOLLER. All the engineers and other men and many of the firemen were down below and never came on deck at all.

Senator SMITH. They never came on deck?

Mr. LIGHTOLLER. No, sir; they were never seen. That would reduce it by a great number.

Senator SMITH. After this impact, did you hear any explosion of any kind?

Mr. LIGHTOLLER. None whatever, sir.

Senator SMITH. What would be the effect of water at about zero——

Mr. LIGHTOLLER (interposing). At about freezing?

Senator SMITH. What would be the effect of water at about freezing on the boilers?

Mr. LIGHTOLLER. It is an open question. I have heard it said that they will explode, and others say they will not.

Senator SMITH. Have you ever known of a case?

Mr. LIGHTOLLER. Of a case in point?

Senator SMITH. Where they have exploded?

Mr. LIGHTOLLER. I was sucked down, and I was blown out with something pretty powerful when the ship went down.

Senator SMITH. After the ship went down?

Mr. LIGHTOLLER. Yes.

Senator SMITH. Just describe that a little more fully. You were sucked down?

Mr. LIGHTOLLER. I was sucked against the blower first of all. As I say, I was on top of the officers' quarters, and there was nothing more to be done. The ship then took a dive, and I turned face forward and also took a dive.

Senator SMITH. From which side?

Mr. LIGHTOLLER. From on top, practically midships; a little to the starboard side, where I had got to; and I was driven back against a blower—which is a large thing that shape [indicating] which faces forward to the wind and which then goes down to the stokehole. But there is a grating there, and it was against this grating that I was sucked by the water and held there.

Senator SMITH. Was your head above water?

Mr. LIGHTOLLER. No, sir.

Senator SMITH. You were under water?

Mr. LIGHTOLLER. Yes, sir. And then this explosion, or whatever it was, took place. Certainly, I think it was the boilers exploded. There was a terrific blast of air and water, and I was blown out clear.

Senator SMITH. Was there any débris that was blown above the surface?

Mr. LIGHTOLLER. That I could not say.

Senator SMITH. At least you took your head out of the water?

Mr. LIGHTOLLER. I came up above the water; yes.

Senator SMITH. And how far from the sinking ship did it throw you?

Mr. LIGHTOLLER. Barely threw me away at all; barely threw me away at all, because I went down again against these fiddley gratings immediately abreast of the funnel over the stokehole.

Senator SMITH. Was anybody else sucked down at the time?

Mr. LIGHTOLLER. Col. Gracie, I believe, was sucked down in identically the same manner. He was sucked down on the fiddley gratings.

Senator SMITH. There must have been considerable suction?

Mr. LIGHTOLLER. That was the water rushing down below as she was going down.

Senator SMITH. Going down into the ship?

Mr. LIGHTOLLER. Exactly.

Senator SMITH. How did you get released from that?

Mr. LIGHTOLLER. Oh, I don't know, sir. I think it was the boilers again, but I do not distinctly remember. I do not know.

Senator SMITH. Where did you next find yourself?

Mr. LIGHTOLLER. Alongside of that raft.

Senator SMITH. Where?

Mr. LIGHTOLLER. Alongside of that upturned boat that had been launched on the other side.

Senator SMITH. Where had you gone at that time? Had you gone around the ship?

Mr. LIGHTOLLER. No, sir; the boat had come around.

Senator SMITH. Was there anyone on it?

Mr. LIGHTOLLER. I don't think so. I think they were around it.

Senator SMITH. Your position had not changed, but the boat's position had?

Mr. LIGHTOLLER. Yes, sir.

Senator SMITH. Were there any water-tight compartments in that ship?

Mr. LIGHTOLLER. Yes, sir.

Senator SMITH. How many?

Mr. LIGHTOLLER. I could not tell you offhand, sir; 40 or 50.

Senator SMITH. Nearly 50?

Mr. LIGHTOLLER. I say 40 or 50; I can not tell you offhand.

Senator SMITH. How were they constructed?

Mr. LIGHTOLLER. They were divisional bulkheads; water-tight doors, operated by electricity or mechanically.

Senator SMITH. Were those water-tight compartments known to the passengers or crew?

Mr. LIGHTOLLER. They must have been.

Senator SMITH. How would they know it?

Mr. LIGHTOLLER. By the plans distributed about the ship.

Senator SMITH. Were they advised at any time that there were water-tight compartments—about how many?

Mr. LIGHTOLLER. Forty or fifty.

Senator SMITH. Were they advised that there were 40 or 50 water-tight compartments?

Mr. LIGHTOLLER. I could not say, sir.

Senator SMITH. You heard nothing of that kind and gave no such warning yourself?

Mr. LIGHTOLLER. No, sir.

Senator SMITH. So you are unable to say whether any of the crew or passengers took to these water-tight compartments as a final last resort?

Mr. LIGHTOLLER. I am quite unable to say, sir.

Senator SMITH. Is that at all likely?

Mr. LIGHTOLLER. No, sir; very unlikely.

Senator SMITH. As for yourself, you preferred to take your chance in the open sea?

Mr. LIGHTOLLER. Undoubtedly.

Senator SMITH. Where were those compartments with reference to the boat deck?

Mr. LIGHTOLLER. Below the boat deck, sir.

Senator SMITH. How far below?

Mr. LIGHTOLLER. They extend from the bottom of the ship about four decks up.

Senator SMITH. Would they extend up as high as 50 feet?

Mr. LIGHTOLLER. About that.

Senator SMITH. Above the water?

Mr. LIGHTOLLER. Oh, they are above the water line; they extend above the water line.

Senator SMITH. Are they all above the water line?

Mr. LIGHTOLLER. No, sir; from the bottom of the ship up to above the water line.

Senator SMITH. Have you been in any of the water-tight compartments of the *Titanic*?

Mr. LIGHTOLLER. I have been in all of them.

Senator SMITH. What are these doors made of?



Mr. LIGHTOLLER. As far as I understand, of metal for that purpose.

Senator SMITH. And how are they fastened? Are they locked by bar, or bolt, or key?

Mr. LIGHTOLLER. The lower section of the water-tight doors fore and aft the ship are operated by electricity and they automatically lock themselves, and can not be touched whilst the current is on.

Senator SMITH. How can they be opened?

Mr. LIGHTOLLER. By switching the current off and opening them by hand down below.

Senator SMITH. If there were no current how could they be opened?

Mr. LIGHTOLLER. By hand.

Senator SMITH. In what manner?

Mr. LIGHTOLLER. By ratchet and screw, lever and cogwheel.

Senator SMITH. A person would have to be rather familiar with that construction in order to open them?

Mr. LIGHTOLLER. No, sir; the handle is right alongside every door, and the manner for opening them is obvious.

Senator SMITH. But when the doors are closed and the current is on?

Mr. LIGHTOLLER. I am only speaking of those at the bottom of the ship.

Senator SMITH. Let us go up a little higher, and tell me about the doors, and the construction there.

Mr. LIGHTOLLER. They are operated by hand, closed by lever. They can be closed from the deck above, or from the deck you are on. There is a specially constructed key that fits into the deck above. When you turn it around, the door closes. One man can close or open it.

Senator SMITH. You must first have a key?

Mr. LIGHTOLLER. Yes; keys are kept alongside of the doors. When the door is closed it so engages a system or series of wedges that it is water-tight.

Senator SMITH. What are these water-tight compartments for?

Mr. LIGHTOLLER. To shut out the water, retaining the water in one compartment, to prevent its going fore and aft the ship.

Senator SMITH. Are they intended as a refuge?

Mr. LIGHTOLLER. In no way, sir.

Senator SMITH. I mean as a refuge for passengers or crew?

Mr. LIGHTOLLER. Oh, dear; no, sir.

Senator SMITH. At no time?

Mr. LIGHTOLLER. At no time, sir.

Senator SMITH. These compartments are not lighted? They have no lights?

Mr. LIGHTOLLER. Let me explain, sir. You take one section of the ship, and it is a water-tight compartment. It may be a passenger's room, it may be a part of the tunnel; it may be part of the stokehole, or wherever it happens to be; that is a compartment.

Senator SMITH. A passenger's room, you say?

Mr. LIGHTOLLER. A series of rooms may be contained in this compartment.

Senator SMITH. A suite?

Mr. LIGHTOLLER. A half dozen suites.

Senator SMITH. Several rooms?



Mr. LIGHTOLLER. Yes. Take this as a ship [illustrating]. She may be divided across there and there [indicating], or the whole of that across here; everything that is included in that space, all the way down, is the compartment. The compartment consists of everything there is between these two divisional sections.

Senator SMITH. That compartment is so constructed that water can not enter it? Suppose this ship had sunk in a less depth of water, would that kind of a compartment have been a desirable place of refuge?

Mr. LIGHTOLLER. No, sir; they are to prevent the ship sinking.

Senator SMITH. I mean with all other hope gone.

Mr. LIGHTOLLER. No, sir.

Senator SMITH. With no more lifeboats and no relief in sight, would that have been a place of refuge?

Mr. LIGHTOLLER. No, sir.

Senator SMITH. It is not intended as such?

Mr. LIGHTOLLER. No, sir; in no way.

Senator SMITH. How much of the ship had gone down when you left it?

Mr. LIGHTOLLER. I went under water on top of the officers' quarters, immediately at the fore part of the forward funnel; so she was under water at the fore part of the forward funnel.

Senator NEWLANDS. You say that after you came up and you attached yourself to this raft the funnel fell upon those who were upon one side of the raft?

Mr. LIGHTOLLER. I say the funnel fell down, and if anybody was on that side of the raft it fell on them.

Senator NEWLANDS. Then by that time the entire ship was not submerged?

Mr. LIGHTOLLER. Oh, dear, no; not by considerable.

Senator NEWLANDS. What portion of the ship was out of water at that time?

Mr. LIGHTOLLER. The stern of the ship was completely out of the water.

Senator SMITH. It was out of water, at an angle?

Senator NEWLANDS. Yes. I see.

Senator SMITH. What other officers besides yourself survived?

Mr. LIGHTOLLER. The third, fourth, and fifth, sir.

Senator SMITH. Will you kindly give their names?

Mr. LIGHTOLLER. Mr. Pitman, third officer; Mr. Boxhall, fourth officer; and Mr. Lowe, fifth officer.

Senator SMITH. You had better give their initials.

Mr. LIGHTOLLER. Mr. H. J. Pitman, third officer; Mr. J. G. Boxhall, fourth officer; and Mr. G. Lowe, fifth officer.

Senator SMITH. We shall hold an evening session, beginning at half past 8 o'clock.

Whereupon, at 7.20 o'clock p. m., a recess was taken until 8.30 p. m.

EVENING SESSION.

The subcommittee met, pursuant to adjournment, at 8.30 o'clock p. m., Senator William Alden Smith (chairman) presiding

**TESTIMONY OF HAROLD THOMAS COTTAM.**

The witness was sworn by the chairman.

Senator SMITH. Mr. Cottam, what is your full name?

Mr. COTTAM. Harold Thomas Cottam.

Senator SMITH. Where do you reside?

Mr. COTTAM. Liverpool, England.

Senator SMITH. How old are you?

Mr. COTTAM. Twenty-one.

Senator SMITH. What is your business?

Mr. COTTAM. Marconi telegraphist.

Senator SMITH. How long have you been engaged in that business?

Mr. COTTAM. Three years.

Senator SMITH. Where have you been employed?

Mr. COTTAM. In the Marconi Co. all the time.

Senator SMITH. How extensively; that is, how many different employments?

Mr. COTTAM. I went to sea first. Then I was taken off there and worked for the British post office for a time.

Senator SMITH. In what capacity?

Mr. COTTAM. As telegraphist, on one of their land stations.

Senator SMITH. Under the British post-office authorities?

Mr. COTTAM. Yes, sir.

Senator SMITH. Where?

Mr. COTTAM. At Liverpool.

Senator SMITH. How long were you thus employed?

Mr. COTTAM. About 14 to 16 months.

Senator SMITH. Then what did you do?

Mr. COTTAM. I was taken off there and went away to sea again, on the Australian run.

Senator SMITH. On what boat?

Mr. COTTAM. The *Medic*, White Star.

Senator SMITH. How long were you on the *Medic*?

Mr. COTTAM. Two voyages.

Senator SMITH. Were you wireless telegrapher at that time?

Mr. COTTAM. Yes, sir.

Senator SMITH. Two voyages?

Mr. COTTAM. Yes, sir.

Senator SMITH. Out and right back?

Mr. COTTAM. Yes; return voyages.

Senator SMITH. From Liverpool?

Mr. COTTAM. To Australia and back to Liverpool again.

Senator SMITH. What kind of apparatus was there on the *Medic*?

Mr. COTTAM. A Marconi, sir.

Senator SMITH. What type of instrument or equipment?

Mr. COTTAM. A one and a half watt set, sir.

Senator SMITH. What was the maximum wave length?

Mr. COTTAM. A standard wave length, sir; 2,000 feet.

Senator SMITH. Did you have charge of the wireless on that boat?

Mr. COTTAM. Yes, sir.

Senator SMITH. Chief in charge?

Mr. COTTAM. Only one man, sir.

Senator SMITH. What was your next employment?

Mr. COTTAM. On the *Carpathia*, sir.

Senator SMITH. How long were you on the *Carpathia*?

Mr. COTTAM. I joined her in Liverpool, last February, sir.

Senator SMITH. You have been with the *Carpathia* ever since?

Mr. COTTAM. Yes, sir.

Senator SMITH. Did you ship with her from New York?

Mr. COTTAM. From Liverpool, sir.

Senator SMITH. From New York the other day?

Mr. COTTAM. Yes, sir.

Senator SMITH. What day?

Mr. COTTAM. I do not remember the day. About the 10th or 11th, I think, sir.

Senator SMITH. On her last outward voyage?

Mr. COTTAM. Yes, sir.

Senator SMITH. Where was she headed for?

Mr. COTTAM. Gibraltar, sir.

Senator SMITH. Did she have a wireless equipment?

Mr. COTTAM. Yes, sir.

Senator SMITH. What kind?

Mr. COTTAM. Marconi, sir.

Senator SMITH. Up-to-date equipment?

Mr. COTTAM. No, sir; it was an older type.

Senator SMITH. What was the maximum distance with which that equipment could be operated successfully?

Mr. COTTAM. Two hundred and fifty miles.

Senator SMITH. Did you obtain satisfactory results from 250-mile experiments?

Mr. COTTAM. Yes, sir.

Senator SMITH. On the *Carpathia*?

Mr. COTTAM. Yes, sir.

Senator SMITH. You were on the boat last Sunday?

Mr. COTTAM. Yes, sir.

Senator SMITH. What were your hours of employment?

Mr. COTTAM. There are no stated hours. There is only one man on the boat.

Senator SMITH. I understand; but what periods during the day and night are you expected to be at your instrument?

Mr. COTTAM. It all depends on where you are. If you were in the vicinity of New York or thereabouts you would be expected to be on duty all the time.

Senator SMITH. Night and day?

Mr. COTTAM. Yes, sir.

Senator SMITH. Is that practicable?

Mr. COTTAM. Yes, sir.

Senator SMITH. In making the voyage from New York to Gibraltar, after you have gotten out to sea, there is no rigid rule which requires you to be at your post?

Mr. COTTAM. No, sir.

Senator SMITH. No regulation of the British Government?

Mr. COTTAM. No, sir.

Senator SMITH. No direction by the Marconi Co.?

Mr. COTTAM. No, sir; but you are more or less responsible for communications which are expected.

Senator SMITH. You are responsible for communication?

Mr. COTTAM. Yes, sir; if there is a ship expected, sir. If a ship is expected to pass at 3 o'clock in the morning you should be at duty at that time to establish communication.

Senator SMITH. Has it been your custom to go to the apparatus at regular times?

Mr. COTTAM. No, sir.

Senator SMITH. Are you employed at anything else on the boat?

Mr. COTTAM. No, sir.

Senator SMITH. What wages do you receive?

Mr. COTTAM. Four pounds ten a month.

Senator SMITH. Four pounds ten shillings a month?

Mr. COTTAM. Yes, sir.

Senator SMITH. And board?

Mr. COTTAM. Yes, sir.

Senator SMITH. And room?

Mr. COTTAM. The room is attached to the operating room?

Senator SMITH. Is that the average wage of wireless telegraphers in England?

Mr. COTTAM. I can not say that it is.

Senator SMITH. To whom do you report aboard ship?

Mr. COTTAM. To the captain.

Senator SMITH. Personally?

Mr. COTTAM. Yes.

Senator SMITH. And from whom do you take orders?

Mr. COTTAM. From the captain, sir.

Senator SMITH. Personally.

Mr. COTTAM. Yes.

Senator SMITH. From anyone else?

Mr. COTTAM. No, sir.

Senator SMITH. From the officer on watch? Do you take orders from him?

Mr. COTTAM. No, sir; not without I have the authority of the captain.

Senator SMITH. Not without the direction of the captain?

Mr. COTTAM. No.

Senator SMITH. Would you take orders from anyone except the captain of the ship while you were aboard ship? Suppose Mr. Marconi or some officer of the Marconi Co. gave orders to you by wireless which you should pick up, would you consider it your duty to take them from the officers of the Marconi Co. while you were at sea?

Mr. COTTAM. Not before the captain of the ship, sir.

Senator SMITH. Then I am to understand you have no specified hours when you shall be in attendance at your instrument?

Mr. COTTAM. During the whole of the day, sir; not necessarily at night.

Senator SMITH. During all the day?

Mr. COTTAM. The whole of the day, daytime, but not at nights.

Senator SMITH. Are you at liberty to retire at nights when you please?

Mr. COTTAM. Yes, sir.

Senator SMITH. And what has been your custom in that regard, what time would you retire?

Mr. COTTAM. While at sea I should retire about midnight.

Senator SMITH. Where is this instrument located on the ship?

Mr. COTTAM. On the *Carpathia*, sir?

Senator SMITH. Yes; where?

Mr. COTTAM. On the after part of the ship.

Senator SMITH. On what deck?

Mr. COTTAM. On an island above the second-class smoking room.

Senator SMITH. What have you there, a room?

Mr. COTTAM. Yes, sir.

Senator SMITH. Or two rooms?

Mr. COTTAM. One room.

Senator SMITH. And you say you are at liberty to retire at night when you please?

Mr. COTTAM. Everything depends on circumstances.

Senator SMITH. What would it depend on?

Mr. COTTAM. If I had work to get off and I could not get it off before the early hours of the morning, I should have to stay up to attend to it.

Senator SMITH. That is, commercial work?

Mr. COTTAM. Yes, sir.

Senator SMITH. Sending messages for your passengers?

Mr. COTTAM. Or for the captain; yes, sir.

Senator SMITH. At night you are not open for commercial business?

Mr. COTTAM. Never have done it; only with the captain, sir.

Senator SMITH. Or official business?

Mr. COTTAM. Yes, sir.

Senator SMITH. Are you able to get the best results in the daytime or in the night ordinarily?

Mr. COTTAM. In the night.

Senator SMITH. Can you tell why that is—why that is so?

Mr. COTTAM. Owing to a certain state of the atmosphere. I do not know what the state is.

Senator SMITH. And yet at night you undertake to do no business, or are your customers lacking at night?

Mr. COTTAM. Yes, sir.

Senator SMITH. The passengers on the boat do not seek to do business at night?

Mr. COTTAM. No, sir.

Senator SMITH. Have you any rules which require you to use your instrument or put it in position to be used for distress calls every hour of the day or any hour of the day?

Mr. COTTAM. There is nothing in the Marconi system that would detect the signals if the operator is not present.

Senator SMITH. That is, no warning or alarm?

Mr. COTTAM. No, sir.

Senator SMITH. Is that true of the more modern equipment?

Mr. COTTAM. Yes, sir.

Senator SMITH. They have an alarm?

Mr. COTTAM. No, sir.

Senator SMITH. They have none?

Mr. COTTAM. No, sir.

Senator SMITH. What were you doing last Sunday evening about 10 o'clock?

Mr. COTTAM. Receiving the news from Cape Cod, the long-distance station.

Senator SMITH. Receiving news from Cape Cod?

Mr. COTTAM. Yes, sir.

Senator SMITH. What kind of news?

Mr. COTTAM. General news.

Senator SMITH. General news for the accommodation for passengers on ship?

Mr. COTTAM. Yes, sir.

Senator SMITH. Have you specified hours for that purpose?

Mr. COTTAM. We are not obliged to take the news, sir.

Senator SMITH. You are not obliged to take it?

Mr. COTTAM. That is right.

Senator SMITH. But on this occasion you did take it?

Mr. COTTAM. Yes, sir.

Senator SMITH. How long did you take it?

Mr. COTTAM. I did not start to take it——

Senator SMITH. How far were you from Cape Cod?

Mr. COTTAM. I could not tell you the exact distance.

Senator SMITH. About how far? What was the required wave length? Can you tell, or did you do any sending?

Mr. COTTAM. No transmitting.

Senator SMITH. No transmitting; just receiving?

Mr. COTTAM. Yes, sir.

Senator SMITH. After you finished the Cape Cod business, what did you do then?

Mr. COTTAM. At the latter end of the news from Cape Cod, he was sending a lot of messages for the *Titanic*.

Senator SMITH. What time was that?

Mr. COTTAM. About 11 o'clock.

Senator SMITH. What had you been doing just preceding the message from the *Titanic*?

Mr. COTTAM. Reporting the day's communications to the bridge.

Senator SMITH. Had you closed your station for the night?

Mr. COTTAM. No.

Senator SMITH. What do you do when you close your station; anything?

Mr. COTTAM. No; there is nothing particular done.

Senator SMITH. Nothing?

Mr. COTTAM. No.

Senator SMITH. You do not have to detach any battery wires?

Mr. COTTAM. Switch the charging battery out, the storage battery. We switch that out for the night.

Senator SMITH. Switch the storage battery out?

Mr. COTTAM. Yes.

Senator SMITH. Does that “kill” the instrument?

Mr. COTTAM. No.

Senator SMITH. Can you receive messages with that out?

Mr. COTTAM. Yes.

Senator SMITH. But you can not send them?

Mr. COTTAM. Yes.

Senator SMITH. You can both receive and send them?

Mr. COTTAM. Yes.

Senator SMITH. Well, then, what in reality have you done when you shift this battery connection?

Mr. COTTAM. I have taken them off charge, sir.

Senator SMITH. Does that lessen the likelihood of your getting any signal of any kind?

Mr. COTTAM. No, sir; not in the least.

Senator SMITH. I believe you told us how far this equipment on the *Carpathia* would send a message with accuracy, did you not?

Mr. COTTAM. Yes, sir.

Senator SMITH. About 250 miles, I think you said?

Mr. COTTAM. Yes.

Senator SMITH. Was there any thunder or lightning or cloud that night?

Mr. COTTAM. No.

Senator SMITH. Sunday night?

Mr. COTTAM. No, sir.

Senator SMITH. It was a clear night?

Mr. COTTAM. Yes, sir.

Senator SMITH. How did you happen to catch this communication from the *Titanic*?

Mr. COTTAM. I was looking out for the *Parisian*, to confirm a previous communication with the *Parisian*.

Senator SMITH. You had been in communication with the *Parisian* that day?

Mr. COTTAM. Yes, sir.

Senator SMITH. At what time?

Mr. COTTAM. I can not say. At some time in the afternoon, sir.

Senator SMITH. Not a distress signal?

Mr. COTTAM. Oh, no, sir.

Senator SMITH. Some commercial or business communication?

Mr. COTTAM. Yes, sir.

Senator SMITH. How far was the *Parisian* from you?

Mr. COTTAM. I do not know, sir.

Senator SMITH. You have no means of knowing?

Mr. COTTAM. No, sir.

Senator SMITH. Her position was not stated?

Mr. COTTAM. No, sir.

Senator SMITH. You had been in communication with the *Parisian* that afternoon?

Mr. COTTAM. Yes, sir.

Senator SMITH. And this Sunday evening you were looking out for further communication from that boat?

Mr. COTTAM. No, sir.

Senator SMITH. Well, how did you happen to be at your instrument?

Mr. COTTAM. I say, I was confirming or attempting to confirm a previous communication with the *Parisian*—I was not sure of her communication.

Senator SMITH. Did you hear the captain of the *Carpathia* to-day?

Mr. COTTAM. No, sir.

Senator SMITH. He said you were about to retire.



Mr. COTTAM. Yes, sir.

Senator SMITH. And caught this message rather providentially?

Mr. COTTAM. Yes, sir.

Senator SMITH. How far had you gotten along in your arrangements to retire?

Mr. COTTAM. Well, I was about to retire.

Senator SMITH. Had you disrobed—taken off your clothes?

Mr. COTTAM. No, sir.

Senator SMITH. Had you taken off your shoes?

Mr. COTTAM. No, sir.

Senator SMITH. Had you taken off any of your clothing?

Mr. COTTAM. I had my coat off.

Senator SMITH. When you took your coat off, did you have any instruments attached on your head?

Mr. COTTAM. Yes, sir.

Senator SMITH. What?

Mr. COTTAM. Telephones.

Senator SMITH. How did you happen to leave that on?

Mr. COTTAM. I was waiting for the *Parisian*.

Senator SMITH. How long would you have waited; just long enough to undress?

Mr. COTTAM. I would have waited a couple of minutes. I had just called the *Parisian* and was waiting for a reply, if there was one.

Senator SMITH. And you had just called her?

Mr. COTTAM. Yes.

Senator SMITH. And did not know whether she had gotten it or not?

Mr. COTTAM. No, sir.

Senator SMITH. And you were waiting for an acknowledgment?

Mr. COTTAM. Yes, sir.

Senator SMITH. So you kept this telephone on your ears, on your head?

Mr. COTTAM. Yes, sir.

Senator SMITH. On your head?

Mr. COTTAM. Yes.

Senator SMITH. With the hope that before you got into bed you might have your message confirmed?

Mr. COTTAM. Yes, sir.

Senator SMITH. Was that what you had in mind?

Mr. COTTAM. Yes, sir.

Senator SMITH. What did you hear at that time?

Mr. COTTAM. I heard nothing, sir.

Senator SMITH. How soon? You heard something pretty quick, did you not?

Mr. COTTAM. No, sir; I went back onto Cape Cod again.

Senator SMITH. And still left this apparatus on?

Mr. COTTAM. Yes, sir.

Senator SMITH. Did you send a message to Cape Cod?

Mr. COTTAM. No, sir.

Senator SMITH. Did Cape Cod send a message to you?

Mr. COTTAM. No, sir.

Senator SMITH. Then, as a matter of fact, you did not get back to Cape Cod?

Mr. COTTAM. Yes, sir.

Senator SMITH. How?

Mr. COTTAM. They were sending it for the trans-Atlantic two-man ships. They were sending the news to the senior ships.

Senator SMITH. Where?

Mr. COTTAM. These ships that contribute to the Marconi press.

Senator SMITH. An intermediate communication, intermediate station?

Mr. COTTAM. No, sir; Cape Cod, which is the Atlantic station.

Senator SMITH. You got into communication?

Mr. COTTAM. Yes, sir.

Senator SMITH. With one of the Marconi stations?

Mr. COTTAM. I did not establish it. I was receiving the press communications from Cape Cod.

Senator SMITH. While you were undressing there?

Mr. COTTAM. I was not undressing.

Senator SMITH. After you had taken off your coat?

Mr. COTTAM. Yes, sir.

Senator SMITH. And then did you sit down to your instrument?

Mr. COTTAM. Yes, sir.

Senator SMITH. And received this message?

Mr. COTTAM. I received about four.

Senator SMITH. In how many minutes?

Mr. COTTAM. About seven or eight minutes.

Senator SMITH. You received four in seven or eight minutes?

Mr. COTTAM. Yes, sir.

Senator SMITH. Did that include anything from the *Parisian*?

Mr. COTTAM. No, sir.

Senator SMITH. Simply this Cape Cod relay service?

Mr. COTTAM. Yes, sir; sending messages for the *Titanic*. I was taking the messages down with the hope of retransmitting them the following morning.

Senator SMITH. Let us understand that a little. When did you first know anything about the *Titanic*?

Mr. COTTAM. I had had communication with her late in the afternoon, half past 5 or 6.

Senator SMITH. A stray communication, or one addressed to the *Carpathia*?

Mr. COTTAM. One addressed to the *Carpathia*.

Senator SMITH. What did it say?

Mr. COTTAM. It was a message for one of our passengers aboard.

Senator SMITH. For whom?

Mr. COTTAM. Mrs. Marshal.

Senator SMITH. A commercial message, an official message?

Mr. COTTAM. A commercial message.

Senator SMITH. So that was the only message you received from the *Titanic* in the afternoon. Was the message answered?

Mr. COTTAM. Yes, sir.

Senator SMITH. Do you know anything about how far you were from her at that time?

Mr. COTTAM. No, sir.

Senator SMITH. Have you no means of knowing?

Mr. COTTAM. No, sir.

Senator SMITH. After you got through with this regular business then what did you do?

Mr. COTTAM. I called the *Titantic*.

Senator SMITH. You called the *Titanic* yourself?

Mr. COTTAM. Yes, sir.

Senator SMITH. Who told you to do it?

Mr. COTTAM. I did it of my own free will.

Senator SMITH. You did it of your own accord?

Mr. COTTAM. Yes, sir.

Senator SMITH. What did you say?

Mr. COTTAM. I asked him if he was aware that Cape Cod was sending a batch of messages for him.

Senator SMITH. And did they reply?

Mr. COTTAM. Yes, sir.

Senator SMITH. What did they say?

Mr. COTTAM. “Come at once.”

Senator SMITH. Did you gather from that that they had received your communication?

Mr. COTTAM. Yes, sir.

Senator SMITH. And this was the reply?

Mr. COTTAM. He said, “Come at once. It is a distress message; C. Q. D.”

Senator SMITH. Only the three words were used?

Mr. COTTAM. No, sir; all the lot. The whole message was for me.

Senator SMITH. When you received that message, what did you do?

Mr. COTTAM. I confirmed it by asking him if I was to report it to the captain?

Senator SMITH. Before you reported to the captain you asked him if you were to report it to the captain?

Mr. COTTAM. Yes, sir.

Senator SMITH. Did you get an answer?

Mr. COTTAM. Yes, sir.

Senator SMITH. What did it say?

Mr. COTTAM. It said, “Yes.”

Senator SMITH. How did you happen to confirm it?

Mr. COTTAM. By asking him if——

Senator SMITH (interrupting). I know, but what prompted you to confirm it before you delivered it to the captain?

Mr. COTTAM. Because it is always wise to confirm a message of that description.

Senator SMITH. Do you always do it?

Mr. COTTAM. Yes, sir.

Senator SMITH. Are you instructed to do it?

Mr. COTTAM. No, sir.

Senator SMITH. Or is that a matter of discretion?

Mr. COTTAM. It is a matter of discretion.

Senator SMITH. Had you been misled by messages that were without foundation that prompted you to confirm that message?

Mr. COTTAM. No, sir.

Senator SMITH. What would you have done if you had not received any confirmation?

Mr. COTTAM. I should have reported the communication.

Senator SMITH. You would have reported it to the captain?

Mr. COTTAM. Yes, sir.

Senator SMITH. How much time elapsed between the time when you received that distress call and the time you communicated it to the captain?

Mr. COTTAM. A matter of a couple of minutes.

Senator SMITH. Only a couple of minutes?

Mr. COTTAM. Yes, sir.

Senator SMITH. Did you send any messages after that to the *Titanic*?

Mr. COTTAM. Yes, sir.

Senator SMITH. For whom?

Mr. COTTAM. For the *Titanic*.

Senator SMITH. At the instance of the captain?

Mr. COTTAM. Yes, sir.

Senator SMITH. What messages?

Mr. COTTAM. Our position.

Senator SMITH. What did you say?

Mr. COTTAM. I simply sent him our position.

Senator SMITH. Can you state it to the reporter?

Mr. COTTAM. I can not remember what the position was now.

Senator SMITH. You can not remember it?

Mr. COTTAM. No, sir.

Senator SMITH. But you gave the position of your ship, its longitude; is that the idea?

Mr. COTTAM. Yes, sir.

Senator SMITH. And you did that at the suggestion of the captain?

Mr. COTTAM. Yes, sir.

Senator SMITH. Did he write out a formal message for you?

Mr. COTTAM. No, sir.

Senator SMITH. He told you?

Mr. COTTAM. Yes, sir.

Senator SMITH. And you sent it?

Mr. COTTAM. Yes, sir; he wrote the position out on a little slip of paper.

Senator SMITH. And you sent that?

Mr. COTTAM. Yes, sir.

Senator SMITH. Did you get any reply to that?

Mr. COTTAM. Yes, sir.

Senator SMITH. How long afterwards?

Mr. COTTAM. Immediately, sir.

Senator SMITH. Signed by anyone?

Mr. COTTAM. No, sir.

Senator SMITH. What did it say?

Mr. COTTAM. It simply gave me “Received.”

Senator SMITH. Is that all?

Mr. COTTAM. Yes, sir.

Senator SMITH. Signed by the operator or signed by anybody?

Mr. COTTAM. No, sir.

Senator SMITH. When did you next hear from the *Titanic*, or communicate with her?

Mr. COTTAM. About four minutes afterwards.

Senator SMITH. Did you communicate with her, or she with you?

Mr. COTTAM. We communicated with each other.

Senator SMITH. Who sent the first message?

Mr. COTTAM. I did.

Senator SMITH. Four minutes after this last message giving your position?

Mr. COTTAM. Yes, sir.

Senator SMITH. You sent another?

Mr. COTTAM. Yes.

Senator SMITH. What did you say in that?

Mr. COTTAM. Confirmed both positions, that of the *Titanic* and ours.

Senator SMITH. Did you get anything back from that?

Mr. COTTAM. No, sir; only an acknowledgment.

Senator SMITH. What did it say?

Mr. COTTAM. “All right.”

Senator SMITH. When did you next communicate or receive a communication?

Mr. COTTAM. A few minutes afterwards.

Senator SMITH. How many minutes?

Mr. COTTAM. I could not say, sir, because there was another ship calling the *Titanic*.

Senator SMITH. How do you know?

Mr. COTTAM. Because I heard it.

Senator SMITH. What did you hear?

Mr. COTTAM. I heard him calling the *Titanic*.

Senator SMITH. I understand, but what was said?

Mr. COTTAM. There was nothing but the call, sir.

Senator SMITH. A distress call?

Mr. COTTAM. No, sir.

Senator SMITH. Do you know what boat it was?

Mr. COTTAM. The *Frankfurt*.

Senator SMITH. A North German Lloyd boat?

Mr. COTTAM. I do not know whether it is the North German Lloyd. It is some German line; I do not know which one.

Senator SMITH. You heard this call?

Mr. COTTAM. Yes.

Senator SMITH. The German boat was calling the *Titanic*?

Mr. COTTAM. Yes, sir.

Senator SMITH. And did that disarrange your signals?

Mr. COTTAM. No, sir.

Senator SMITH. But after that call was finished, then what did you get, if anything?

Mr. COTTAM. I heard the *Olympic* calling the *Titanic*.

Senator SMITH. Did you hear the *Titanic* calling the *Olympic*?

Mr. COTTAM. No, sir; not at first.

Senator SMITH. But you heard the *Olympic* calling the *Titanic*?

Mr. COTTAM. Yes, sir.

Senator SMITH. What did the *Olympic* say?

Mr. COTTAM. He was calling him and offering a service message.

Senator SMITH. Offering their service?

Mr. COTTAM. Offering a service message.

Senator SMITH. Offering a service message?

Mr. COTTAM. Yes.

Senator SMITH. Then what followed?

Mr. COTTAM. Nothing, for about a half a minute. Everything was quiet.

Senator SMITH. Nothing for about half a minute?

Mr. COTTAM. Yes.

Senator SMITH. By this time you were quite alert to the situation, were you?

Mr. COTTAM. Yes.

Senator SMITH. And giving your undivided attention to your instrument?

Mr. COTTAM. Yes.

Senator SMITH. Is that right?

Mr. COTTAM. Yes.

Senator SMITH. After this minute, then what?

Mr. COTTAM. I asked the *Titanic* if he was aware that the *Olympic* was calling him, sir.

Senator SMITH. What was the reply?

Mr. COTTAM. He said he was not.

Senator SMITH. He was not aware of it?

Mr. COTTAM. No, sir.

Senator SMITH. Then what followed?

Mr. COTTAM. He told me he could not read him because of the rush of air and the escape of steam.

Senator SMITH. That he could not read him?

Mr. COTTAM. That he could not read him; yes, sir.

Senator SMITH. Could not read what?

Mr. UHLER. The *Olympic*.

Senator SMITH. That he could not read the message from the *Olympic* because of the rush of air?

Mr. COTTAM. Yes, sir.

Senator SMITH. And the escape of steam?

Mr. COTTAM. Yes, sir.

Senator SMITH. What was the next thing you heard?

Mr. COTTAM. Then the *Titanic* called the *Olympic*.

Senator SMITH. Was there anything urgent about that or anything related to the *Titanic*?

Mr. COTTAM. No, sir.

Senator SMITH. What did you do then?

Mr. COTTAM. I told the *Titanic* to call the *Baltic*.

Senator SMITH. What followed?

Mr. COTTAM. The communication was apparently unsatisfactory.

Senator SMITH. It was apparently unsatisfactory?

Mr. COTTAM. Yes.

Senator SMITH. Well, go right ahead now and tell us just what occurred as long as you were aboard that ship doing work to the time of the rescue of these people.

Mr. COTTAM. I was in communication at regular intervals the whole of the time until the last communication I gained with the *Titanic*.

Senator SMITH. You heard that?

Mr. COTTAM. Yes, sir.

Senator SMITH. What was said in that message?

Mr. COTTAM. He told him to come at once; that he was head down. And he sent his position.

Senator SMITH. And do you know whether he got any reply to that message?

Mr. COTTAM. Yes, sir.

Senator SMITH. What was it?

Mr. COTTAM. “Received.” He told him the message was received.

Senator SMITH. Is that all?

Mr. COTTAM. Yes, sir.

Senator SMITH. When did you hear anything again? What happened next?

Mr. COTTAM. I heard the *Baltic* calling Cape Race.

Senator SMITH. You were in regular communication?

Mr. COTTAM. Yes, sir.

Senator SMITH. With the *Titanic*?

Mr. COTTAM. Yes, sir.

Senator SMITH. Until the last communication was heard?

Mr. COTTAM. Yes; until the last communication was heard.

Senator SMITH. What was the last one?

Mr. COTTAM. The last one was, “Come quick; our engine room is filling up to the boilers.”

Senator SMITH. That was the last communication you received?

Mr. COTTAM. Yes, sir.

Senator SMITH. Did you make any reply to it?

Mr. COTTAM. I acknowledged the message and reported it to the captain.

Senator SMITH. Did you report each of those messages to the captain?

Mr. COTTAM. Yes, sir.

Senator SMITH. By leaving your place?

Mr. COTTAM. Yes, sir.

Senator SMITH. And going forward?

Mr. COTTAM. Yes, sir.

Senator SMITH. Or by the captain coming to your room?

Mr. COTTAM. No, sir; I reported on the bridge to the captain.

Senator SMITH. And this was the last communication you received?

Mr. COTTAM. Yes, sir.

Senator SMITH. And the reply that was made was to to what effect?

Mr. COTTAM. I simply acknowledged the message and went up to the captain and reported it.

Senator SMITH. Was any other message sent to them?

Mr. COTTAM. No, sir.

Senator SMITH. In saying that you acknowledged the message, you just use the word “received”?

Mr. COTTAM. No, sir; we called the *Titantic* by the three-letter code and signed it by our own and gave the signal for “received”—“R. D.”

Senator SMITH. That indicates that the message has been received? Does it indicate any more than that; that it has had attention?

Mr. COTTAM. No, sir.

Senator SMITH. So that in response to this last call the only reply they got was “Received”?

Mr. COTTAM. Yes, sir.

Senator SMITH. But the position of your boat was not stated?

Mr. COTTAM. No, sir.

Senator SMITH. I thought I understood the captain to say that one of the last messages told the sinking ship that they were within a certain distance and coming hard, or coming fast.

Mr. COTTAM. I called him with that message, but I got no acknowledgment.

Senator SMITH. Just tell us what that message was. You called called him with that message?

Mr. COTTAM. Yes, sir.



Senator SMITH. We would like to know about that; just tell what it was.

Mr. COTTAM. The captain told me to tell the *Titanic* that all our boats were ready and we were coming as hard as we could come, with a double watch on in the engine room, and to be prepared, when we got there, with lifeboats. I got no acknowledgment of that message.

Senator SMITH. But you sent it?

Mr. COTTAM. Yes, sir.

Senator SMITH. Whether it was received or not, you don't know?

Mr. COTTAM. No, sir.

Senator SMITH. Let us understand. When you received that last call from the *Titanic*, that her engine room was filling with water, you say you acknowledged its receipt and took that message to the captain. Did you acknowledge its receipt before you took it to the captain?

Mr. COTTAM. Yes, sir.

Senator SMITH. Then, after you had taken this message to the captain, you came back to your instrument and sent the message that you have just described?

Mr. COTTAM. Yes, sir.

Senator SMITH. And to that you received no reply?

Mr. COTTAM. No, sir.

Senator SMITH. And you never received any other reply?

Mr. COTTAM. No, sir.

Senator SMITH. Or any other word from the ship?

Mr. COTTAM. No, sir.

Senator SMITH. After the *Carpathia* had picked up these lifeboats and started for New York, did you receive messages?

Mr. COTTAM. Yes, sir.

Senator SMITH. How long did you remain at your post that night?

Mr. COTTAM. All the night, sir.

Senator SMITH. How much of the time next day?

Mr. COTTAM. All the day, sir.

Senator SMITH. That was Sunday and Monday; how about Monday night?

Mr. COTTAM. I was on all night again, sir.

Senator SMITH. And Tuesday?

Mr. COTTAM. All the time again.

Senator SMITH. And Tuesday night?

Mr. COTTAM. I got about a couple or three hours sleep.

Senator SMITH. You got about two or three hours' sleep Tuesday night?

Mr. COTTAM. Yes.

Senator SMITH. At what hour?

Mr. COTTAM. I can not say the hour I fell off.

Senator SMITH. You fell off to sleep?

Mr. COTTAM. Yes, sir.

Senator SMITH. Involuntarily?

Mr. COTTAM. Yes, sir.

Senator SMITH. You do not know what time it was?

Mr. COTTAM. No, sir.

Senator SMITH. Or how much you slept?

Mr. COTTAM. No, sir.

Senator SMITH. How were you awakened?

Mr. COTTAM. I don't know, sir.

Senator SMITH. When were you awakened?

Mr. COTTAM. About 20 to half past 4, ship's time, just as the dawn was coming on; about half past 4 in the morning.

Senator SMITH. It was nearing dawn?

Mr. COTTAM. Yes, sir.

Senator SMITH. That would be Wednesday morning?

Mr. COTTAM. Yes, sir.

Senator SMITH. Were you at your post all day Wednesday?

Mr. COTTAM. Yes, sir; with the exception of meals.

Senator SMITH. And Wednesday night?

Mr. COTTAM. Yes, sir; the junior man of the *Titanic* had then been brought up out of the hospital to give me a hand for a while with the wireless.

Senator SMITH. What was your state of mind or physical condition at that time when you got this relief?

Mr. COTTAM. I was feeling very tired, and about worked out.

Senator SMITH. How long did this relief that you got from the *Titanic* operator continue?

Mr. COTTAM. He gave me a hand all the way to New York.

Senator SMITH. All the way to New York?

Mr. COTTAM. Yes, sir.

Senator SMITH. During those days beginning with Monday morning, was there an attempt made to communicate with your ship often?

Mr. COTTAM. Yes, sir.

Senator SMITH. That was successful?

Mr. COTTAM. Yes, sir.

Senator SMITH. Of course you would not know whether any attempt were made that was not successful?

Mr. COTTAM. No, sir.

Senator SMITH. In other words, you have no means of knowing what passed through the air except as it registered on your instrument?

Mr. COTTAM. No, sir.

Senator SMITH. Was there any successful attempt made to communicate with you on Monday? Did you take any messages on Monday?

Mr. COTTAM. I can not remember that I did on Monday.

Senator SMITH. Can you remember what you did Tuesday?

Mr. COTTAM. I kept no record of the whole work; only memorized it.

Senator SMITH. You kept no record of it?

Mr. COTTAM. No, sir.

Senator SMITH. Was there no written record of those messages?

Mr. COTTAM. Yes, sir.

Senator SMITH. When was it made up?

Mr. COTTAM. As the messages were sent.

Senator SMITH. And received?

Mr. COTTAM. And received.

Senator SMITH. So that those are on file with your ship's officer?

Mr. COTTAM. They are in the Marconi house on the ship, sir.

Senator SMITH. Was anybody successful in getting into communication with your ship on Monday and Tuesday?

Mr. COTTAM. I was in communication with some station or other the whole way from the time of the wreck right to New York.

Senator SMITH. You were in communication with some ship?

Mr. COTTAM. Yes, sir.

Senator SMITH. All the way?

Mr. COTTAM. Yes, sir.

Senator SMITH. All the way?

Mr. COTTAM. Yes, sir.

Senator SMITH. And often?

Mr. COTTAM. Yes, sir.

Senator SMITH. Do you recall having received any message from the President of the United States?

Mr. COTTAM. No, sir; I do not remember anything about that.

Senator SMITH. Do you recall getting into communication with either the *Chester* or the *Salem*?

Mr. COTTAM. With the *Chester*, sir.

Senator SMITH. The *Chester*?

Mr. COTTAM. Yes, sir.

Senator SMITH. What was the nature of their inquiry?

Mr. COTTAM. They were asking for a list of the passengers and crew.

Senator SMITH. Did you comply with their request?

Mr. COTTAM. I asked the captain. The names of the first and second class passengers and the crew had been sent off previously.

Senator SMITH. They had been sent to whom?

Mr. COTTAM. The names of the first and second class passengers had been sent to the *Olympic*, and the list of the crew had been sent to the *Minnewaska*.

Senator SMITH. And therefore you did not duplicate those lists?

Mr. COTTAM. No, sir.

Senator SMITH. Was there any message from the *Chester*?

Mr. COTTAM. They sent some message, but I can not remember whether they were replied to or not. The first message was replied to.

Senator SMITH. Did this wireless instrument or equipment work satisfactorily, so far as you know?

Mr. COTTAM. On the *Carpathia*?

Senator SMITH. On the *Carpathia*.

Mr. COTTAM. Yes. It worked satisfactorily for what it was, sir.

Senator SMITH. Did it seem to be an impaired equipment?

Mr. COTTAM. An old type.

Mr. UHLER. What does he mean by that—that the field was limited or the type of machine?

Senator SMITH. The type of machine.

Mr. COTTAM. The type of machine. Both the field of communication and the type of machine.

Mr. UHLER. Both were unsatisfactory?

Mr. COTTAM. Yes, sir.

Senator SMITH. The field was limited by the type, was it not?

Mr. COTTAM. Yes, sir.

Mr. UHLER. What was the power of the machine on the *Carpathia*?

Senator SMITH. Answer the question. What was the power? What wave length was used?

Mr. UHLER. No; what was the kilowatt?

Senator SMITH. What power did you use?

Mr. COTTAM. I can not tell you the kilowatt; it varied according to the source of supply from the ship's main.

Senator SMITH. I think I will just let you stand aside for a while, but we may want you in the morning; will you be here?

Mr. COTTAM. Yes, sir.

Senator SMITH. I should like to have you here as early as 10 o'clock to-morrow morning.

Mr. GRIGGS. Shall we try to bring down the junior operator of the *Titanic* at the same time?

Senator SMITH. I wish you would.

Mr. GRIGGS. We will have him here in the morning.

Senator SMITH. Thank you.

Do you know what time you received the message from the *Chester*?

Mr. COTTAM. That is hard to say, sir, but it would be about half past 9 to 10 o'clock in the morning.

Senator SMITH. Which morning? Tuesday morning?

Mr. COTTAM. Tuesday morning.

Senator SMITH. About half past 9?

Mr. COTTAM. Yes, sir.

Senator SMITH. That is all from you to-night. I will now call Mr. Crawford.

#### TESTIMONY OF ALFRED CRAWFORD.

The witness was duly sworn by the chairman.

Senator SMITH. What is your full name?

Mr. CRAWFORD. Alfred Crawford.

Senator SMITH. And where do you reside?

Mr. CRAWFORD. In Southampton.

Senator SMITH. England?

Mr. CRAWFORD. England; yes, sir.

Senator SMITH. How old are you?

Mr. CRAWFORD. Forty-one.

Senator SMITH. What is your business or occupation?

Mr. CRAWFORD. Bedroom steward.

Senator SMITH. How long have you been engaged in that employment?

Mr. CRAWFORD. I have been going to sea since 1881, sir.

Senator SMITH. How long have you been employed on the White Star Line?

Mr. CRAWFORD. I have been on the White Star Line six years.

Senator SMITH. What boats have you served on?

Mr. CRAWFORD. On the *Adriatic*, the *Olympic*, and the *Titanic*.

Senator SMITH. Always in the same capacity?

Mr. CRAWFORD. Yes, sir.

Senator SMITH. What are your duties?

Mr. CRAWFORD. Attending to all the passengers' requirements, cleaning their rooms, and everything, sir.

Senator SMITH. In any particular part of the ship?

Mr. CRAWFORD. Yes, sir; in one certain part. I was on B deck, right forward.

Senator SMITH. That is where?

Mr. CRAWFORD. In the fore part of the ship; in the bow part.

Senator SMITH. That is on the second from the boat deck?

Mr. CRAWFORD. The second from the boat deck; yes, sir.

Senator SMITH. Forward?

Mr. CRAWFORD. Yes, sir.

Senator SMITH. Do you know any of the passengers in your part of this ship?

Mr. CRAWFORD. I know three ladies, Mrs. Rogers, Miss Rogers, and her niece; also Mr. Stewart, that I had in my section, and there was a Mr. and Mrs. Bishop.

Senator SMITH. Mr. and Mrs. Bishop?

Mr. CRAWFORD. Yes, sir.

Senator SMITH. Do you remember Mr. Bishop's initials?

Mr. CRAWFORD. No; I do not know what were his initials?

Senator SMITH. Were those all?

Mr. CRAWFORD. They were a newly married couple.

Senator SMITH. The Bishops?

Mr. CRAWFORD. Yes.

Senator SMITH. He was a man about your age?

Mr. CRAWFORD. No; he was a man about 24, sir.

Senator SMITH. A young man.

Mr. CRAWFORD. A young man; yes, sir.

Senator SMITH. Were these all the passengers in your section?

Mr. CRAWFORD. All I had in my section. There were some other passengers up there.

Senator SMITH. Do you remember them?

Mr. CRAWFORD. I do not remember their names, sir.

Senator SMITH. Did you know Mr. and Mrs. Straus?

Mr. CRAWFORD. I stood at the boat where they refused to get in.

Senator SMITH. Did Mrs. Straus get into the boat?

Mr. CRAWFORD. She attempted to get into the boat first and she got back again. Her maid got into the boat.

Senator SMITH. What do you mean by "she attempted" to get in?

Mr. CRAWFORD. She went to get over from the deck to the boat, but then went back to her husband.

Senator SMITH. Did she step on the boat?

Mr. CRAWFORD. She stepped on to the boat, on to the gunwales, sir; then she went back.

Senator SMITH. What followed?

Mr. CRAWFORD. She said, "We have been living together for many years, and where you go I go."

Senator SMITH. To whom did she speak?

Mr. CRAWFORD. To her husband.

Senator SMITH. Was he beside her?

Mr. CRAWFORD. Yes; he was standing away back when she went from the boat.

Senator SMITH. You say there was a maid there also?

Mr. CRAWFORD. A maid got in the boat and was saved; yes, sir.

Senator SMITH. Did the maid precede Mrs. Straus into the boat?

Mr. CRAWFORD. Mrs. Straus told the maid to get into the boat and she would follow her; then she altered her mind and went back to her husband.

Senator SMITH. Which one of the boats was that?

Mr. CRAWFORD. No. 8, sir; the port side.

Senator SMITH. You mean the eighth boat to be lowered?

Mr. CRAWFORD. No, sir; the starboard boats were lowered before ours were. We were on the port side; No. 8 boat on the port side.

Senator SMITH. Who superintended the loading?

Mr. CRAWFORD. The chief officer superintended it, and myself.

Senator SMITH. And the lowering?

Mr. CRAWFORD. And Capt. Smith.

Senator SMITH. All those lifeboats on the port side?

Mr. CRAWFORD. Capt. Smith and the chief officer; Capt. Smith and the steward lowered the forward falls of the boat I was in.

Senator SMITH. This was forward?

Mr. CRAWFORD. Yes, sir.

Senator SMITH. How far from the bridge?

Mr. BURLINGHAM. He said the forward falls, Senator; that is the forward rope, but it was the after boat on the port side.

Senator SMITH. How far from the bridge?

Mr. CRAWFORD. It was about 20 or 30 yards from the bridge, sir.

Senator SMITH. And the captain of the boat personally superintended the loading and the lowering?

Mr. CRAWFORD. Of that one particular boat; yes, sir.

Senator SMITH. Of this eighth boat?

Mr. CRAWFORD. Of No. 8 boat; yes, sir.

Senator SMITH. Did he superintend the loading and lowering of any other boat there forward?

Mr. CRAWFORD. I think he went to No. 10 boat. I could not see that being lowered into the water. He gave us instructions to pull to a light that he saw and then land the ladies and return back to the ship again. It was the light of a vessel in the distance. We pulled and pulled, but we could not reach it.

Senator SMITH. Then you didn't get back to the ship?

Mr. CRAWFORD. No, sir.

Senator SMITH. Where was the captain when you saw him last?

Mr. CRAWFORD. He stood up on the deck there, where we were lowering away the falls. After we got from the boat deck I could not see him again.

Senator SMITH. After you got below the boat deck?

Mr. CRAWFORD. Yes.

Senator SMITH. He remained on the boat deck?

Mr. CRAWFORD. Yes, sir.

Senator SMITH. How many seamen or men of the crew were put into boat No. 8?

Mr. CRAWFORD. Four, sir; two were in and Capt. Smith told me to get in.

Senator SMITH. Two were in?

Mr. CRAWFORD. Two sailors were in the boat at first.

Senator SMITH. And Capt. Smith told you to get in?

Mr. CRAWFORD. Yes, sir; myself and a cook got in. We were the last to get in the boat—there were so many ladies that there wasn't room for any more.

Senator SMITH. How many passengers were in that boat?

Mr. CRAWFORD. I should say about 35, sir.

Senator SMITH. Was that a regular lifeboat or one of these canvas collapsible boats?

Mr. CRAWFORD. No, sir; it was a regular lifeboat.

Senator SMITH. When you were lowered to the water, who assumed charge of this lifeboat?

Mr. CRAWFORD. The man in the afterpart of the lifeboat, a sailor.

Senator SMITH. A sailor?

Mr. CRAWFORD. Yes, sir.

Senator SMITH. And what was done?

Mr. CRAWFORD. We all took an oar and pulled away from the ship. A lady—I don't know her name—took the tiller.

Senator SMITH. A lady took the tiller and the men took the oars?

Mr. CRAWFORD. Four men took the oars and pulled away.

Senator SMITH. Did you know any of the women or men in that boat?

Mr. CRAWFORD. No, sir; there were only ladies. There were no men, except four of the crew.

Senator SMITH. What about Mr. and Mrs. Bishop?

Mr. CRAWFORD. They weren't in that boat.

Senator SMITH. What boat were they in?

Mr. CRAWFORD. I couldn't say what boat they got into. I saw them afterwards on the *Carthia*.

Senator SMITH. Did each of the boats forward on the port side have four men?

Mr. CRAWFORD. I think they did, sir; I couldn't say. I was out loading all the boats as we got along.

Senator SMITH. So far as you observed, was there any struggle——

Mr. CRAWFORD. No, sir; none whatever.

Senator SMITH (continuing). To get into the lifeboats, by men or women?

Mr. CRAWFORD. No, sir; none whatever.

Senator SMITH. Was the ship sinking at this time?

Mr. CRAWFORD. She was making water fast at the bows; yes, sir.

Senator SMITH. And was there any noticeable suction?

Mr. CRAWFORD. No, sir.

Senator SMITH. About the boat?

Mr. CRAWFORD. No, sir; I do not think so.

Senator SMITH. As she began to sink?

Mr. CRAWFORD. No, sir.

Senator SMITH. Just tell what you did from that time that you were lowered to the water.

Mr. CRAWFORD. Kept pulling and trying to make a light, and we could not seem to get any closer to it. We kept pulling and pulling until daybreak. Then we saw the *Carthia* coming up, and we turned around and came back to her.

Senator SMITH. What time did the day break on Monday?

Mr. CRAWFORD. About 4 o'clock, I should say, it began to get light.

Senator SMITH. You were in the boat and pulling?

Mr. CRAWFORD. Yes, sir; until the time we were picked up.

Senator SMITH. From 1 o'clock until about daybreak?

Mr. CRAWFORD. Yes, sir.

Senator SMITH. When you were picked up, did the boat have the same number of occupants as when she left the *Titanic*?

Mr. CRAWFORD. Yes, sir.

Senator SMITH. And all were saved?

Mr. CRAWFORD. And all were saved; yes, sir.



Senator SMITH. Where were you when this collision occurred ?

Mr. CRAWFORD. I was right forward in B deck.

Senator SMITH. Where is that ?

Mr. CRAWFORD. Two decks underneath the boat deck.

Senator SMITH. Tell what you experienced.

Mr. CRAWFORD. I was on watch until 12 o'clock, and I was waiting for my relief to come up. I was to be relieved at 12 o'clock. I heard the crash, and I went out on the outer deck and saw the iceberg floating alongside. I went back, and there were a lot of passengers coming out.

Senator SMITH. You went out on the outer deck ?

Mr. CRAWFORD. Yes, sir.

Senator SMITH. On which side ?

Mr. CRAWFORD. On the starboard side.

Senator SMITH. And saw the iceberg ?

Mr. CRAWFORD. I saw the iceberg going by.

Senator SMITH. Was there any ice on the deck ?

Mr. CRAWFORD. I did not go so far forward as that, sir.

Senator SMITH. Was there anybody injured that you know anything about ?

Mr. CRAWFORD. No, sir; I went to all the ladies' cabins. They were all rushing out, and I told them I didn't think there was any immediate danger, and after the order was passed for the life belts, I tied the life belts on the ladies, and an old gentleman by the name of Stewart, and tied his shoes on for him.

Senator SMITH. You say after the order was passed for the life belts ?

Mr. CRAWFORD. Yes.

Senator SMITH. Who gave that order ?

Mr. CRAWFORD. The captain, I believe.

Senator SMITH. How long after the collision ?

Mr. CRAWFORD. I should say about 30 minutes.

Senator SMITH. Did you succeed in getting the life belts on ?

Mr. CRAWFORD. On all the ladies, and all the passengers; yes, sir.

Senator SMITH. On all passengers you say ?

Mr. CRAWFORD. Yes, sir; all that were on that deck.

Senator SMITH. Did you personally look after the passengers on that deck in that regard ?

Mr. CRAWFORD. Yes, sir.

Senator SMITH. Did anybody assist you ?

Mr. CRAWFORD. There was another man on the other side. There was one man on each side.

Senator SMITH. You say that all the passengers were fitted with life belts ?

Mr. CRAWFORD. Yes, sir; each person. There were three or four life belts in each stateroom.

Senator SMITH. Were there any children on that deck ?

Mr. CRAWFORD. No, sir; there was none on the deck where I was.

Senator SMITH. Did you know any of the other passengers on that deck ?

Mr. CRAWFORD. No, sir; I can not say that I did.

Senator SMITH. Did you hear of any American passengers there ?

Mr. CRAWFORD. No, sir.

Senator SMITH. On that deck ?

Mr. CRAWFORD. No, sir.

Senator SMITH. I mean by that, any special names that were suggested?

Mr. CRAWFORD. No, sir; I have not heard of any.

Senator SMITH. Those people you have enumerated are the only ones you know by name?

Mr. CRAWFORD. That is all; yes, sir.

Senator SMITH. Did you hear any explosion or any evidence of an explosion?

Mr. CRAWFORD. I heard an explosion when we were lying to in the water, in the boat, sir.

Senator SMITH. In what boat?

Mr. CRAWFORD. In the lifeboat.

Senator SMITH. What character of explosion?

Mr. CRAWFORD. Sort of a sharp, like as if there were things being blown up.

Senator SMITH. Was there any outward indication?

Mr. CRAWFORD. No, sir; we did not see any, because we were pulling very hard away.

Senator SMITH. Did you see the ship go down?

Mr. CRAWFORD. We saw her at a distance; yes, sir.

Senator SMITH. What shape was she in when you saw her last?

Mr. CRAWFORD. It seemed as if her bow was going down first.

Senator SMITH. At how much of an angle?

Mr. CRAWFORD. We saw all the lights going out on the forward part of her.

Senator SMITH. And still burning on the after part?

Mr. CRAWFORD. Yes, sir.

Senator SMITH. How much of the aft part was out of the water?

Mr. CRAWFORD. There was a good bit of the stern part out of water.

Senator SMITH. How many decks?

Mr. CRAWFORD. I could not say how many decks there, sir, but it seemed all clear right from amidships to aft.

Senator SMITH. Did you see many people?

Mr. CRAWFORD. I saw a great number on deck.

Senator SMITH. On board of her at that time.

Mr. CRAWFORD. Yes, sir.

Senator SMITH. What were they doing?

Mr. CRAWFORD. When we left they were trying to lower the other boats; the farther-aft boats.

Senator SMITH. Were you assisted in rowing the boat that you were in by a woman pulling an oar?

Mr. CRAWFORD. Yes, sir.

Senator SMITH. Who was she?

Mr. CRAWFORD. I don't know her name, sir. There were several ladies there who took turns at pulling.

Senator SMITH. Were they employees?

Mr. CRAWFORD. No, sir.

Senator SMITH. They were lady passengers?

Mr. CRAWFORD. Yes, sir; lady passengers.

Senator SMITH. But you don't know who they were?

Mr. CRAWFORD. No, sir.

Senator SMITH. You have never seen them since?

Mr. CRAWFORD. No, sir; I have never seen them since.

Senator SMITH. Did you know Mr. Ismay—the managing director?

Mr. CRAWFORD. Yes, sir.

Senator SMITH. Did you see him there?

Mr. CRAWFORD. Yes, sir; I saw him lowering a boat on the star-board side too, and Mr. Murdock.

Senator SMITH. He and Mr. Murdock?

Mr. CRAWFORD. Yes, sir.

Senator SMITH. Do you remember what boat it was?

Mr. CRAWFORD. I think it was No. 5.

Senator SMITH. Forward.

Mr. CRAWFORD. Yes, sir; it was just under the bridge.

Senator SMITH. In their order of being lowered into the water, what number was it?

Mr. CRAWFORD. The boat, sir?

Senator SMITH. Yes.

Mr. CRAWFORD. No. 5, starboard side.

Senator SMITH. Was it the fifth boat that was lowered into the water?

Mr. CRAWFORD. No, sir; probably the third.

Senator SMITH. Did you see him lowering any other boat?

Mr. CRAWFORD. No; I went around the port side.

Senator SMITH. Did you see him get into a boat?

Mr. CRAWFORD. No, sir.

Senator SMITH. Or get out of one?

Mr. CRAWFORD. No, sir; I saw him assisting the ladies into this one particular boat; he and Mr. Murdock had lowered the boat into the water.

Senator SMITH. You saw him assist the ladies in?

Mr. CRAWFORD. Yes, sir.

Senator SMITH. Does it take two men to lower these boats?

Mr. CRAWFORD. Yes, sir.

Senator SMITH. And he was performing the service of one man?

Mr. CRAWFORD. Mr. Murdock was running it through the blocks.

Senator SMITH. And Mr. Murdock's position was what?

Mr. CRAWFORD. First officer.

Senator SMITH. Did he survive?

Mr. CRAWFORD. No, sir.

Senator SMITH. Either before you got into this lifeboat or after you got into it, did you see many persons in the water?

Mr. CRAWFORD. No, sir.

Senator SMITH. How many?

Mr. CRAWFORD. I did not see any in the water after we lowered the boats.

Senator SMITH. You did not?

Mr. CRAWFORD. No, sir.

Senator SMITH. Did you see any in the water before you lowered the boat?

Mr. CRAWFORD. No, sir.

Senator SMITH. Do you know the condition of these lifeboats?

Mr. CRAWFORD. The one I was in was in very good condition.

Senator SMITH. Was it new?

Mr. CRAWFORD. Yes, sir; and perfectly dry.

Senator SMITH. Was there any difficulty in lowering the lifeboats?

Mr. CRAWFORD. None whatever, sir. They went down very easily.

Senator SMITH. After the captain told you to get into this boat, you did not see him again?

Mr. CRAWFORD. No, sir.

Senator SMITH. Were there any officers in the boat that you were in?

Mr. CRAWFORD. No, sir.

Senator SMITH. Did you see any of the officers get into any boats?

Mr. CRAWFORD. No; I did not, sir.

Senator SMITH. Did you see any attempt made to get into any of the boats?

Mr. CRAWFORD. No, sir.

Senator SMITH. Did you see Mr. Lightoller?

Mr. CRAWFORD. No, sir.

Senator SMITH. Do you know him?

Mr. CRAWFORD. I did not know him; no, sir.

Senator SMITH. You did know Mr. Murdock?

Mr. CRAWFORD. Yes, sir; I have been with him on several ships.

Senator SMITH. What was your emergency boat station?

Mr. CRAWFORD. No. 8. Each man went to his station.

Senator SMITH. Was that your emergency station?

Mr. CRAWFORD. Yes, sir.

Senator SMITH. What was your fire station?

Mr. CRAWFORD. To get the hose out on each section for the bedrooms.

Senator SMITH. Was there any drill?

Mr. CRAWFORD. Oh, yes; we have a drill every voyage, sir.

Senator SMITH. Did you have any on this voyage?

Mr. CRAWFORD. Yes.

Senator SMITH. When?

Mr. CRAWFORD. That was in Belfast.

Senator SMITH. Before leaving?

Mr. CRAWFORD. Before leaving.

Senator SMITH. Was that at the time of the trial test?

Mr. CRAWFORD. Yes, sir.

Senator SMITH. Who conducted it?

Mr. CRAWFORD. The chief officer, sir.

Senator SMITH. Do you have his name?

Mr. CRAWFORD. Mr. Weyl, sir.

Senator SMITH. I have not finished with you, but I would be glad to have you come here in the morning. We shall not be able to get through with these men.

Mr. BURLINGHAM. Then we will retain them for you. Do you want these 4 officers and these 12 men?

Senator SMITH. Yes.

Mr. BURLINGHAM. The rest can go home?

Senator SMITH. No; I can not say that.

Mr. BURLINGHAM. We have about 100 of them—95 stewards and 70 firemen—all prepared to go home by the *Lapland*; at your service, of course, at any time; but that is their home.

Senator SMITH. I understand that; but I am not prepared to meet that request.

Mr. BURLINGHAM. We can not be responsible for their being kept here for you if the ship goes. They are absolutely free from us. They will be subject to boarding houses, or anything else. If the committee wants to herd them up, that is one thing. It is perfectly impossible for a steamship company to take care of 200 people without any steamer to put them on.

Senator SMITH. I am not going to subpoena all of those men. As I understand it, we are to be guaranteed the presence of the officers and these 15 men?

Mr. BURLINGHAM. Yes; those that you have selected.

Senator SMITH. I am not going to release the others.

Mr. BURLINGHAM. But they are not under subpoena.

Senator SMITH. They are not.

Mr. BURLINGHAM. Thank you. We understand, sir.

Senator SMITH. I do not want to release anybody, and I particularly want these 15.

Mr. BURLINGHAM. They will be here.

Senator SMITH. And the other officers of the company?

Mr. BURLINGHAM. They will be at your disposal to-morrow. At what time?

Senator SMITH. At 10 o'clock.

Mr. BURLINGHAM. Very well, sir.

Senator SMITH. The Sergeant at Arms says there are 12 instead of 15.

Mr. FRANKLIN. Has the Sergeant at Arms the names of the 12 men and the 4 officers?

Senator SMITH. Yes.

Mr. BURLINGHAM. We will have them here. They will be here at 10 o'clock to-morrow morning.

Whereupon, at 10.30 o'clock p. m., the committee adjourned to meet at 10 o'clock a. m., Saturday, April 20, 1912, at the Waldorf-Astoria, New York City.



✓1255  
5

# **"TITANIC" DISASTER**

---

## **HEARING**

**BEFORE A**

## **SUBCOMMITTEE OF THE COMMITTEE ON COMMERCE UNITED STATES SENATE**

**SIXTY-SECOND CONGRESS**

**SECOND SESSION**

**PURSUANT TO**

**S. RES. 283**

**DIRECTING THE COMMITTEE ON COMMERCE TO INVESTIGATE THE CAUSES LEADING TO THE WRECK OF THE WHITE STAR LINER "TITANIC"**

---

## **PART II**

---

**Printed for the use of the Committee on Commerce**

---



**SUBCOMMITTEE OF THE COMMITTEE ON COMMERCE.**

**UNITED STATES SENATE.**

**WILLIAM ALDEN SMITH, Michigan, *Chairman*.**

**GEORGE C. PERKINS, California.**

**F. M. SIMMONS, North Carolina.**

**JONATHAN BOURNE, JR., Oregon.**

**FRANCIS G. NEWLANDS, Nevada.**

**THEODORE E. BURTON, Ohio.**

**DUNCAN U. FLETCHER, Florida.**

**W. M. MCKINSTY, *Clerk*.**

LIST OF WITNESSES.



	Page.
Bride, Harold S.....	133
Cottam, Harold T. (recalled).....	121, 154
Pitman, Herbert Joh .....	166



## **“TITANIC” DISASTER.**

---

**SATURDAY, APRIL 20, 1912.**

**SUBCOMMITTEE OF THE COMMITTEE ON COMMERCE,  
UNITED STATES SENATE,  
New York, N. Y.**

The subcommittee met at 10.50 o'clock a. m. at the Waldorf-Astoria Hotel, New York City.

Present: Senator William Alden Smith (chairman), and Senator Newlands.

Present also: Mr. George Uhler, Supervising Inspector General, Steamboat-Inspection Service, Department of Commerce and Labor; Mr. J. Bruce Ismay, general manager of the International Mercantile Marine Co.; Charles C. Burlingham, Esq., and J. Parker Kirlin, Esq., representing the White Star Line; Emerson E. Parvin, Esq., secretary International Mercantile Marine Co.; Guglielmo Marconi, president of the Marconi Wireless Telegraph Co., and others.

Senator SMITH. Gentlemen, I am very sorry to have delayed beginning the hearing beyond the hour set this morning, but a conference between my colleagues and myself made it necessary. I am going to proceed this morning by asking Mr. Cottam, the Marconi operator on the *Carpathia*, to take the witness chair again.

### **TESTIMONY OF HAROLD T. COTTAM—Recalled.**

Senator SMITH. Mr. Cottam, you detailed yesterday, when you were last interrogated by the committee, the work that you did on the *Carpathia* up to the time of the last message received from the *Titanic*.

Mr. COTTAM. Yes, sir.

Senator SMITH. And to that message you made reply, by direction of the captain?

Mr. COTTAM. Yes, sir.

Senator SMITH. Will you relate the captain's last message to the *Titanic*?

Mr. COTTAM. The captain sent a message to the effect that they were to have their lifeboats ready. We had got ours ready and were steaming as fast as we could in the direction of the position of the vessel given.

Senator SMITH. Was anything further said?

Mr. COTTAM. No, sir.

Senator SMITH. And you received no further answer to that message?

Mr. COTTAM. No, sir.

Senator SMITH. You also detailed the work that was done after reaching the scene of the collision and sinking of the *Titanic*?

Mr. COTTAM. Yes.

Senator SMITH. Did you receive any communication from either a Marconi coast station or any other station from any officer of the White Star Line?

Mr. COTTAM. Do you mean as soon as we reached the spot?

Senator SMITH. I mean from the time you reached the scene of this catastrophe until you reached port in New York.

Mr. COTTAM. I was in communication with some boat or other the whole of the time, sir.

Senator SMITH. You were in communication with some boat or other the whole of the time?

Mr. COTTAM. Yes, sir.

Senator SMITH. Did any message come signed officially by any officer of the White Star Line?

Mr. COTTAM. I had one or two from the *Baltic*, sir.

Senator SMITH. One or two from the *Baltic*?

Mr. COTTAM. Yes, sir.

Senator SMITH. To what effect?

Mr. COTTAM. I can not remember, sir.

Senator SMITH. Were they signed or merely transmitted?

Mr. COTTAM. They were official messages, sir; but I can not remember whether they were signed or not.

Senator SMITH. I wish you would speak a little louder; I can not quite hear you myself.

Mr. COTTAM. They were official messages, but whether or not they were signed by the captain of the *Baltic*, I could not say.

Senator SMITH. Do you recall the contents?

Mr. COTTAM. I can not remember. I have no record of any of them at all.

Senator SMITH. Were they messages from the *Baltic*, or transmitted through the *Baltic* from any coast station?

Mr. COTTAM. There was communication with the *Baltic* and the *Carpathia* the whole of the time.

Senator SMITH. And you can not recall what those messages were?

Mr. COTTAM. No, sir; there were too many of them, sir.

Senator SMITH. I will ask you specifically whether you received any message indicating a desire or suggestion that the true state of things be kept as confidential?

Mr. COTTAM. No, sir. I informed the *Baltic* of the whole catastrophe about half past 10 in the morning, the morning after the wreck.

Senator SMITH. At half past 10 o'clock?

Mr. COTTAM. About half past 10.

Senator SMITH. On Monday morning following the loss of the *Titanic*?

Mr. COTTAM. Yes, sir.

Senator SMITH. You communicated the facts to the *Baltic*?

Mr. COTTAM. Yes, sir.

Senator SMITH. Do you know how far out the *Baltic* was at that time; how far from you?

Mr. COTTAM. I could not say, sir; but she was steaming in the direction of the wreck.

Senator SMITH. She was steaming in the direction of the wreck?

Mr. COTTAM. Yes, sir.

Senator SMITH. But you had no communication with a coast station?

Mr. COTTAM. No, sir.

Senator SMITH. And can you recall what was said in the message at 10.30 Monday morning to the *Baltic*?

Mr. COTTAM. I told her the distress signal received earlier on, or the previous night, and told her that we had been to the wreck and picked up as many passengers as we could find in the small boats, and were returning to New York.

Senator SMITH. Did you say anything in this message about Halifax?

Mr. COTTAM. No, sir.

Senator SMITH. Or at any other time?

Mr. COTTAM. No, sir. Yes; I believe I did mention something about Halifax, sir, simply because the captain was bound for Halifax first, and then he changed his mind and was bound for New York. I may have mentioned Halifax. I can not quite remember whether I mentioned Halifax at first.

Senator SMITH. You say the captain was bound for Halifax?

Mr. COTTAM. Yes, sir.

Senator SMITH. How do you know?

Mr. COTTAM. I went and asked the captain, sir. Three or four ships around about wanted to know where we were bound for, and the captain said he was not decided, he thought he was bound for Halifax; but later on in the morning he changed his mind.

Senator SMITH. At what time?

Mr. COTTAM. I can not remember the time.

Senator SMITH. About what time? Was it forenoon?

Mr. COTTAM. It may have been about noon.

Senator SMITH. Was it necessary to change his course, in changing his mind?

Mr. COTTAM. Slightly, sir.

Senator SMITH. Did you at any time on Monday send a message to the *Baltic*, or to any other office, to the effect that all passengers had been saved, and that the *Titanic* was being towed to Halifax?

Mr. COTTAM. No, sir.

Senator SMITH. Or anything resembling that?

Mr. COTTAM. No, sir.

Senator SMITH. Then you did not in any way attempt to withhold the exact facts concerning the sinking of the *Titanic*?

Mr. COTTAM. No, sir.

Senator SMITH. Did any message reach you on the *Carpathia* on Monday, Monday night, or Tuesday, from any source, indicating a rumor of that kind?

Mr. COTTAM. No, sir.

Senator SMITH. The only reference to Halifax was the reference made in your first message to the *Baltic*?

Mr. COTTAM. Yes, sir. I may have sent the same to the other ships; I can not remember. There were three or four ships in the vicinity, the *Virginian*, the *Californian*, and the *Baltic*. I may have sent the same message to the three; I can not be certain.

Senator SMITH. But you did not send out from the *Carpathia* any report that the passengers and crew of the *Titanic* were saved, and that the ship, badly damaged, was being towed to Halifax?

Mr. COTTAM. No, sir.

Senator SMITH. Or anything of that nature?

Mr. COTTAM. No, sir.

Senator SMITH. And, if I understand you correctly, you were not requested to do so?

Mr. COTTAM. No, sir.

Senator SMITH. By anyone?

Mr. COTTAM. No, sir.

Senator SMITH. Either operator, or officer, or any other person?

Mr. COTTAM. No, sir.

Senator SMITH. Did you pick up on the instrument any such statement from any other source?

Mr. COTTAM. No, sir.

Senator SMITH. Did you know that a statement of that kind was being printed?

Mr. COTTAM. No, sir.

Senator SMITH. You sent out no communication which was indefinite enough to be so construed?

Mr. COTTAM. No, sir.

Senator SMITH. You are very positive about that?

Mr. COTTAM. Yes, sir.

Senator SMITH. It would have been false would it not?

Mr. COTTAM. Yes, sir.

Senator SMITH. And of your own knowledge, you knew that it would be false?

Mr. COTTAM. Yes, sir.

Senator SMITH. If the White Star Line sent the following telegram, dated New York, April 15—

J. A. HUGHES,  
Huntington, W. Va.:

*Titanic* proceeding to Halifax. Passengers will probably land there Wednesday. All safe.

WHITE STAR LINE.

they did not obtain this information from you?

Mr. COTTAM. No, sir.

Senator SMITH. Nor, to your knowledge, from any other operator on the *Carpathia*?

Mr. COTTAM. No, sir.

Senator SMITH. Were you on duty Monday?

Mr. COTTAM. Yes, sir.

Senator SMITH. How much of Monday?

Mr. COTTAM. All the day, sir.

Senator SMITH. All day?

Mr. COTTAM. Yes, sir.

Senator SMITH. What do you mean by "day"? Give the hours.

Mr. COTTAM. The whole of the time, sir.

Senator SMITH. Give the hour when you went on duty and when you left.

Mr. COTTAM. I do not remember when I went on, and I did not come off for a couple of days after I got on.

Senator SMITH. Were you off duty from early evening Sunday until Monday evening?

Mr. COTTAM. No, sir; I was never off.

Senator SMITH. Never off duty?



Mr. COTTAM. No, sir.

Senator SMITH. So you were at your instrument?

Mr. COTTAM. Yes; the whole of the time.

Senator SMITH. All of the time?

Mr. COTTAM. Yes, sir.

Senator SMITH. On Sunday night, and Monday all day, and, as I understood you yesterday, Monday night all night?

Mr. COTTAM. Yes, sir.

Senator SMITH. And Tuesday all day?

Mr. COTTAM. Yes, sir.

Senator SMITH. And Tuesday night all night?

Mr. COTTAM. Tuesday night or Wednesday night—I can not remember whether it was Tuesday night or Wednesday night—I got about two or three hours' sleep.

Senator SMITH. You fell off asleep?

Mr. COTTAM. Yes.

Senator SMITH. And do not know when you went to sleep?

Mr. COTTAM. No, sir.

Senator SMITH. You awoke at dawn?

Mr. COTTAM. Yes, sir.

Senator SMITH. On Wednesday morning?

Mr. COTTAM. Yes, sir.

Senator SMITH. I suppose you were exhausted?

Mr. COTTAM. Yes, sir.

Senator SMITH. And involuntarily lapsed into slumber?

Mr. COTTAM. Yes, sir.

Senator SMITH. Sitting at your instrument?

Mr. COTTAM. Yes, sir.

Senator SMITH. When did Mr. Bride, the surviving wireless operator of the *Titanic*, relieve you?

Mr. COTTAM. I believe it was Wednesday afternoon when he was brought up.

Senator SMITH. Wednesday afternoon?

Mr. COTTAM. Yes, sir.

Senator SMITH. You slept in the early morning until dawn?

Mr. COTTAM. Yes, sir.

Senator SMITH. Of Wednesday?

Mr. COTTAM. Yes, sir.

Senator SMITH. And got no relief until the afternoon of Wednesday?

Mr. COTTAM. I think it was the afternoon of Wednesday, sir. I don't remember the days at all. Being up all the time, I don't remember what the days were. I know I only had about 10 hours' sleep from the time we left the scene of the wreck until we arrived at New York.

Senator SMITH. You are positive, however, that you were in charge of the instrument Sunday, Sunday night—all night?

Mr. COTTAM. Yes, sir.

Senator SMITH. Monday and Monday night, all night?

Mr. COTTAM. Yes, sir.

Senator SMITH. That was the day following this calamity?

Mr. COTTAM. Yes.

Senator SMITH. Tuesday, and Tuesday night?

Mr. COTTAM. Yes, sir. I believe it was Tuesday night when I fell off to sleep, and I had about three hours' sleep.

Senator SMITH. That is what you have stated, Tuesday night. And you awakened at dawn on Wednesday morning?

Mr. COTTAM. Yes, sir.

Senator SMITH. When you awakened, did you find yourself at your instrument?

Mr. COTTAM. Yes, sir.

Senator SMITH. Fully dressed?

Mr. COTTAM. Yes, sir.

Senator SMITH. And you got no relief until Mr. Bride came to your relief during the afternoon of Wednesday, that same day?

Mr. COTTAM. No, sir.

Senator SMITH. About what time did Mr. Bride come to your relief?

Mr. COTTAM. It was late in the afternoon; I should say about 5 o'clock in the afternoon, sir.

Senator SMITH. And how long were you absent from your instrument?

Mr. COTTAM. After Mr. Bride came into the cabin?

Senator SMITH. Yes.

Mr. COTTAM. I was not absent at all, sir.

Senator SMITH. You were not absent at all?

Mr. COTTAM. No.

Senator SMITH. Were you lying down in your room adjoining your apparatus?

Mr. COTTAM. Yes, sir.

Senator SMITH. You were lying down in the room?

Mr. COTTAM. Not when Mr. Bride came. I kept the watch all the night—the night that Bride was there. I was up the whole night.

Senator SMITH. You were up all of Wednesday night assisting Mr. Bride?

Mr. COTTAM. Yes, sir.

Senator SMITH. What I would like to know is how much rest you got on Wednesday, or Wednesday afternoon?

Mr. COTTAM. I can not remember, sir, what rest I had; I know I only had about eight or ten hours, I think, from the time we arrived at the wreck until the time we arrived in New York.

Senator SMITH. During that time was Mr. Bride at the instrument?

Mr. COTTAM. Yes, sir; we were both there the whole time.

Senator SMITH. But during the time you were getting the rest, did you leave him at the instrument?

Mr. COTTAM. Yes, sir.

Senator SMITH. But you did not leave the instrument yourself until Wednesday afternoon?

Mr. COTTAM. I did not leave the instrument on Wednesday afternoon.

Senator SMITH. Well, you got rest on Wednesday, you say?

Mr. COTTAM. I do not remember whether I did or not.

Senator SMITH. While Mr. Bride was at the instrument did you feel your responsibility for the service?

Mr. COTTAM. Yes, sir.

Senator SMITH. You did not pass this responsibility over to him?

Mr. COTTAM. No, sir.

Senator SMITH. What did he do for you?

Mr. COTTAM. He carried on with the work, sir, while I was not there.

Senator SMITH. Were you at your instrument when the message from the *Chester* was received?

Mr. COTTAM. Yes, sir.

Senator SMITH. You took that message?

Mr. COTTAM. Yes, sir.

Senator SMITH. Did you reply to it?

Mr. COTTAM. Yes, sir.

Senator SMITH. In the manner you stated yesterday?

Mr. COTTAM. Yes, sir.

Senator SMITH. You did not feel any authority—you did not have any authority—to designate Mr. Bride for service?

Mr. COTTAM. No, sir; his services were entirely voluntary, sir.

Senator SMITH. His services were voluntary?

Mr. COTTAM. Yes, sir.

Senator SMITH. What was his physical condition?

Mr. COTTAM. He could not walk; he could not stand, sir.

Senator SMITH. He could not walk and he could not stand?

Mr. COTTAM. No, sir.

Senator SMITH. From injuries?

Mr. COTTAM. From injuries; yes, sir; injuries received at the time of the wreck.

Senator SMITH. At the time of the wreck?

Mr. COTTAM. Yes, sir.

Senator SMITH. What was his mental condition? Did he seem to be lucid?

Mr. COTTAM. No, sir. No, sir; he seemed to be all right.

Senator SMITH. How?

Mr. COTTAM. He seemed to be all right.

Senator SMITH. I say, he seemed to be all right, did he, mentally?

Mr. COTTAM. Yes, sir.

Senator SMITH. And did he receive messages, to your knowledge?

Mr. COTTAM. Yes, sir.

Senator SMITH. And answer them?

Mr. COTTAM. Yes, sir.

Senator SMITH. Do you know of any that he sent or received?

Mr. COTTAM. It was Mr. Bride who sent the third-class names to the *Chester*, sir.

Senator SMITH. Any other message?

Mr. COTTAM. I have no record of it here, sir; the records are all on the *Carpathia*.

Senator SMITH. No other message that you can recollect?

Mr. COTTAM. No, sir. He did send some, sir, but I can not remember when or what they were.

Senator SMITH. Did you know at the time?

Mr. COTTAM. Yes, sir.

Senator SMITH. And if he had sent any message such as I have indicated, that the *Titanic* was being towed to Halifax and the passengers were safe, you would have known it, would you not?

Mr. COTTAM. Yes, sir.

Senator SMITH. And you would not have permitted it?

Mr. COTTAM. No, sir.

Senator SMITH. He did not in fact send it?

Mr. COTTAM. No, sir.

Senator SMITH. Send such message?

Mr. COTTAM. No, sir.

Senator SMITH. Can you now tell just how long Mr. Bride was at the instrument?

Mr. COTTAM. He was on and off the instrument, and took a watch occasionally, sir.

Senator SMITH. Took a watch occasionally?

Mr. COTTAM. Yes, sir.

Senator SMITH. Did you stand watch alone all of the time, with the exception of this short time that you were overtaken by slumber and the time you were relieved by Mr. Bride, from Sunday evening until your arrival in New York?

Mr. COTTAM. Yes, sir.

Senator SMITH. And had the responsibility for the work of the wireless on the *Carpathia*?

Mr. COTTAM. Yes, sir.

Senator SMITH. Has anybody talked to you since you have been in New York that was aboard the boat with reference to any messages that were sent or received?

Mr. COTTAM. I heard about the message being put about, about the *Titanic* being bound for Halifax, sir.

Senator SMITH. Tell us what you were asked?

Mr. COTTAM. I was asked by somebody abroad, I can not remember who it was, whether I sent the message or not.

Senator SMITH. Were you asked by Mr. Ismay?

Mr. COTTAM. No, sir.

Senator SMITH. Were you asked by some officer of the *Carpathia*?

Mr. COTTAM. No, sir.

Senator SMITH. Were you asked by any of the crew?

Mr. COTTAM. No, sir.

Senator SMITH. Or by any of the passengers?

Mr. COTTAM. I believe it was after we arrived in New York I heard about it, sir.

Senator SMITH. After you arrived at the Cunard docks you were asked that question?

Mr. COTTAM. Yes, sir.

Senator SMITH. Do you know who interrogated you?

Mr. COTTAM. No, sir; I do not. I can not remember at all, sir. I was too busy at the time.

Senator SMITH. Would you know the man if you saw him?

Mr. COTTAM. I don't suppose I would, sir; I did not take any notice of him at the time.

Senator SMITH. Have you seen him since?

Mr. COTTAM. I do not know, sir.

Senator SMITH. How soon after you reached the Cunard dock were you asked that question?

Mr. COTTAM. I can not say, sir; I do not recollect anything concerning the question at all.

Senator SMITH. Was it immediately after you reached the dock?

Mr. COTTAM. I can not remember anything about it; only I remember being asked after we arrived in New York, sir.

Senator SMITH. What were you asked? Just state what was said to you and your reply.

Mr. COTTAM. I was asked if I had sent the message to shore to the effect that the *Titanic* was being towed into Halifax, and of course I said I had not.

Senator SMITH. That you had not?

Mr. COTTAM. No, sir.

Senator SMITH. Did you say anything more?

Mr. COTTAM. No, sir.

Senator SMITH. Did the person who addressed you say anything more?

Mr. COTTAM. No, sir. I believe it was a reporter. I can not remember, sir. I believe it was a reporter.

Senator SMITH. You do not know who it was?

Mr. COTTAM. No, sir; I can not remember at all.

Senator SMITH. Did you have any conversation with Mr. Bride about that matter?

Mr. COTTAM. No, sir; I did not. I never spoke to him about it.

Senator SMITH. Did he have any conversation with you about it?

Mr. COTTAM. No, sir.

Senator SMITH. I understood you to say yesterday that the wireless apparatus on the *Carpathia* was rather out of date?

Mr. COTTAM. Yes, sir.

Senator SMITH. And not in very good condition?

Mr. COTTAM. The set itself is in good condition for what it is, sir; but it is an old-fashioned type.

Senator SMITH. An old-fashioned type?

Mr. COTTAM. Yes.

Senator SMITH. Have you any means of knowing what distance you could accurately communicate with that apparatus?

Mr. COTTAM. About 250 miles, I should say, sir.

Senator SMITH. When you say that this was an old type, you mean that it was limited in its power?

Mr. COTTAM. Yes, sir.

Senator SMITH. What was the maximum wave length that could be employed by that instrument?

Mr. COTTAM. I do not know the wave length, but I was using the standard wave length of all the ships in the marine service.

Senator SMITH. You say the standard wave length. What was that, 600 meters?

Mr. COTTAM. Yes, sir.

Senator SMITH. And you could use 600 meters, could you?

Mr. COTTAM. Yes, sir.

Senator SMITH. And you understand that to be the standard wave length that English ships, or ships under the flag of countries, parties to the international treaty, have prescribed?

Mr. COTTAM. Yes, sir.

Senator SMITH. You know that, do you?

Mr. COTTAM. Yes, sir.

Senator SMITH. How do you know it?

Mr. COTTAM. I know that there is a rule established by the international convention to the effect that merchant ships are not permitted to use wave lengths other than 600 and 300 meters.

Senator SMITH. Merchant ships have the 600 maximum and the 300 minimum?

Mr. COTTAM. Yes, sir.

Senator SMITH. Is that right, Mr. Marconi?

Mr. MARCONI. Yes, sir; that is right.

Senator SMITH. And you were able to meet these regulations with these instruments, fairly satisfactorily?

Mr. COTTAM. Yes, sir; most of the time I was not using an attuned set at all. It was plain aerial and emitting unattuned oscillations.

Senator SMITH. Just explain that.

Mr. COTTAM. There is no wave length at all to what we call plain aerial, sir. Any ships within the radius of 250 miles or under would get it; it would not matter, hardly, what adjustment they were standing by on.

Senator SMITH. Is that reliable?

Mr. COTTAM. Yes, sir.

Senator SMITH. That is simply general transmission to offices within a limited radius?

Mr. COTTAM. Yes, sir.

Senator SMITH. I believe you said you were 21 years of age?

Mr. COTTAM. Yes, sir.

Senator SMITH. And that you had been an operator for four or five years?

Mr. COTTAM. About three years.

Senator SMITH. About three years?

Mr. COTTAM. About three years.

Senator SMITH. And that your wages were £4 10s.?

Mr. COTTAM. Yes, sir; per month.

Senator SMITH. And board?

Mr. COTTAM. Yes, sir.

Senator SMITH. And that your room was provided for you in your office?

Mr. COTTAM. Yes, sir.

Senator SMITH. I am not quite satisfied to leave your statement yesterday to the effect that no regular office hours are prescribed by your regulations.

Mr. COTTAM. No, sir; the operator uses his own discretion, but he is responsible if anything should go wrong at all.

Senator SMITH. Well, what do you do with your time when you are away from the instrument? How do you pass your time; where do you pass it? You can not find much society at the place where your office is located on the boat.

Mr. COTTAM. No, sir.

Senator SMITH. Where do you go; what do you do—mingle with the crew?

Mr. COTTAM. Mingle with the crew or go on deck.

Senator SMITH. Where?

Mr. COTTAM. On deck or in their rooms.

Senator SMITH. On deck or in their rooms?

Mr. COTTAM. Yes, sir.

Senator SMITH. And the number of times you shall go to your office and your instrument is entirely discretionary with you?

Mr. COTTAM. Yes, sir; the Marconi Co. issues charts showing us when the ships come along, sir.

Senator SMITH. Then when you caught this message from the *Titanic*, this distress message, you caught it not because you were there by any regulation of your company at that particular time?

Mr. COTTAM. No, sir.

Senator SMITH. But rather accidentally?

Mr. COTTAM. Yes, sir.

Senator SMITH. I believe you said you had the telephone on your ear when you started to disrobe and get ready to retire for the night?

Mr. COTTAM. Yes, sir.

Senator SMITH. You kept this telephone on your ear, that you might not miss anything just before getting into bed?

Mr. COTTAM. I had just previously called the *Parisian* and I was waiting for a reply; to see if there was one coming.

Senator SMITH. If that reply from the *Parisian* had been received, that would have ended your work for the night, would it?

Mr. COTTAM. Yes, sir. I should have replied again; I should have finished for the night.

Senator SMITH. That was a commercial communication?

Mr. COTTAM. Yes, sir; it would have been if I had ever caught the *Parisian*, but I did not catch him; apparently he had gone to bed.

Senator SMITH. Apparently the operator on the *Parisian* had gone to bed?

Mr. COTTAM. Yes, sir.

Senator SMITH. You assumed that he had gone to bed?

Mr. COTTAM. Yes, sir.

Senator SMITH. What was the hour?

Mr. COTTAM. The hour was about 11 o'clock, sir, New York time.

Senator SMITH. You kept this telephone on your ear that you might get a reply from the *Parisian*, if possible, before you retired?

Mr. COTTAM. Yes, sir.

Senator SMITH. Now, while you had this telephone apparatus on your head, and were preparing for bed, you caught this communication from the *Titanic*?

Mr. COTTAM. Not just then, sir; it was about five minutes afterwards.

Senator SMITH. About five minutes?

Mr. COTTAM. Afterwards.

Senator SMITH. After you had attempted to get a reply from the *Parisian*?

Mr. COTTAM. Yes, sir.

Senator SMITH. If you had not had this telephone arrangement on your head, and had been preparing for bed, was there anything on that instrument that would have alarmed you or signalled you to the board?

Mr. COTTAM. No, sir; nothing whatever.

Senator SMITH. Nothing whatever?

Mr. COTTAM. No, sir.

Senator SMITH. So that the communication from the *Titanic* reached you by the merest accident?

Mr. COTTAM. Yes, sir.

Senator SMITH. Providentially?

Mr. COTTAM. Yes, sir.

Senator SMITH. And the first message—just repeat it to the reporter.



Mr. COTTAM. The first message was, saying, “Come at once. It is a C. Q. D., old man.” That is the distress call. Then he sent his position.

Senator SMITH. What was the “old man”? What did that mean?

Mr. COTTAM. It is simply a complimentary remark that is passed in wireless-telegraph service.

Senator SMITH. That was a pretty serious time for complimentary remarks, was it not? Did you transmit it to the captain in the form in which it came?

Mr. COTTAM. No, sir; there was no necessity to put that on, sir.

Senator SMITH. You struck off the ‘old man’?

Mr. COTTAM. Yes, sir; but I reported it verbally.

Senator SMITH. Was that ‘old man’ intended for you?

Mr. COTTAM. For me, sir.

Senator SMITH. You appropriated those two words, and took the balance of it to the captain?

Mr. COTTAM. Yes, sir.

Senator SMITH. From that minute you were in communication with the *Titanic* until the last message came about between 1 and 2 o’clock in the morning?

Mr. COTTAM. No, sir; it was 11.55, New York time, when I received the last message from the *Titanic*.

Senator SMITH. 11.55?

Mr. COTTAM. Yes.

Senator SMITH. That was the message which said that the boiler room was filling with water?

Mr. COTTAM. Yes, sir.

Senator SMITH. “Come,” or anything?

Mr. COTTAM. He said, “Come as quickly as possible.” He said, “She is taking water, and it is up to the boilers.”

Senator SMITH. You took that message to the captain?

Mr. COTTAM. Yes, sir.

Senator SMITH. And the captain replied?

Mr. COTTAM. Yes, sir.

Senator SMITH. In order to have this I am going to run the risk of repetition. We should like to have you give the captain’s reply.

Mr. COTTAM. The captain told me to go and tell the *Titanic* he was making toward the position given as quickly as possible; that he had a double watch on in the engine room and she was making a good 15 and perhaps 16 knots. He told me to tell her to get the boats ready, as we had got ours all ready.

Senator SMITH. Lifeboats?

Mr. COTTAM. Yes, sir.

Senator SMITH. Did you sound any other message after that?

Mr. COTTAM. Yes, sir; I repeated the message many times, sir.

Senator SMITH. You repeated that message many times?

Mr. COTTAM. Yes.

Senator SMITH. But you got no answer?

Mr. COTTAM. I got no answer; no, sir.

Senator SMITH. And never did receive an answer to that last message?

Mr. COTTAM. No, sir.

Senator SMITH. Did you get an answer to that last message from any other ship?

Mr. COTTAM. No, sir.

Senator SMITH. Or other office?

Mr. COTTAM. No, sir.

Senator SMITH. I think that is all. You may step aside. I will ask Mr. Bride to take the stand.

### TESTIMONY OF HAROLD S. BRIDE.

The witness was sworn by the chairman.

Senator SMITH. What is your full name?

Mr. BRIDE. Harold S. Bride.

Senator SMITH. Where do you reside?

Mr. BRIDE. London.

Senator SMITH. London, England?

Mr. BRIDE. Yes, sir.

Senator SMITH. What is your age?

Mr. BRIDE. Twenty-two.

Senator SMITH. What is your occupation?

Mr. BRIDE. Wireless-telegraph operator, sir.

Senator SMITH. How long have you been engaged in that business?

Mr. BRIDE. Since the beginning of last July, sir.

Senator SMITH. What service have you seen since then?

Mr. BRIDE. I have been across to America, here, three times and down to Brazil three times.

Senator SMITH. On what boats?

Mr. BRIDE. I went to Philadelphia on the *Haverford*, twice to New York on the *Lusitania*, once to Brazil on the *Lanfranc*, and twice to Brazil on the *Anselm*.

Senator SMITH. In that service were you chief operator?

Mr. BRIDE. On the *Lusitania* I was the second man. On the other boats I was in charge; the only operator.

Senator SMITH. Had you had any previous experience as an operator?

Mr. BRIDE. No; none at all.

Senator SMITH. Had you ever been employed by the post-office department of England?

Mr. BRIDE. No. I had been to a training college to learn wireless.

Senator SMITH. What college?

Mr. BRIDE. The British School of Telegraphy, Clapham Road.

Senator SMITH. Did you receive a diploma from there?

Mr. BRIDE. I have a Government certificate.

Senator SMITH. How long were you there?

Mr. BRIDE. Eight months.

Senator SMITH. In whose employ were you on the 10th day of April?

Mr. BRIDE. The 10th day of April of this year?

Senator SMITH. Yes.

Mr. BRIDE. The Marconi Co.'s, sir.

Senator SMITH. The Marconi Co.'s?

Mr. BRIDE. Yes, sir.

Senator SMITH. In what capacity?

Mr. BRIDE. Second operator on the *Titanic*.

Senator SMITH. What wage did you receive?

Mr. BRIDE. £4 a month.

Senator SMITH. And board?

Mr. BRIDE. And board; yes, sir.

Senator SMITH. You were second operator?

Mr. BRIDE. Yes, sir.

Senator SMITH. Who was your chief?

Mr. BRIDE. Mr. Phillips.

Senator SMITH. An older man than you?

Mr. BRIDE. Yes, sir.

Senator SMITH. A more experienced man?

Mr. BRIDE. Yes, sir.

Senator SMITH. How old would you think Mr. Phillips was?

Mr. BRIDE. He was around about 24.

Senator SMITH. And he had had a larger experience?

Mr. BRIDE. Larger experience.

Senator SMITH. Do you know what wage he received?

Mr. BRIDE. No, sir.

Senator SMITH. What were your duties as assistant operator?

Mr. BRIDE. To take a watch with Mr. Phillips; to relieve Mr. Phillips.

Senator SMITH. How?

Mr. BRIDE. To keep a watch of six hours, sir.

Senator SMITH. To keep a watch of six hours. And during that time was there some one constantly at the instrument?

Mr. BRIDE. Constantly at the instrument; yes, sir.

Senator SMITH. Upon what vessel were you employed?

Mr. BRIDE. The *Titanic*.

Senator SMITH. The *Titanic*?

Mr. BRIDE. Yes, sir.

Senator SMITH. Were you acquainted with any of the officers or the crew of the *Titanic* when you entered service on that boat?

Mr. BRIDE. No, sir.

Senator SMITH. Had you sailed with any of them before?

Mr. BRIDE. No, sir.

Senator SMITH. Were you acquainted with Mr. Phillips?

Mr. BRIDE. Not until I saw him in Belfast.

Senator SMITH. Was he in Belfast?

Mr. BRIDE. Yes, sir.

Senator SMITH. Once or oftener?

Mr. BRIDE. I went up to Belfast to join the *Titanic*.

Senator SMITH. Did you join her in Belfast?

Mr. BRIDE. Yes, sir.

Senator SMITH. Were you on aboard the *Titanic* when she made the trial tests?

Mr. BRIDE. Yes, sir.

Senator SMITH. Did you take any interest in the trial tests?

Mr. BRIDE. We were kept rather busy, sir.

Senator SMITH. At the instrument?

Mr. BRIDE. Yes, sir.

Senator SMITH. Do you call it the key? You do not call it the key. What do you call the instrument?

Mr. BRIDE. The apparatus.

Senator SMITH. And you were engaged at this instrument or apparatus during these trial tests?

Mr. BRIDE. Yes, sir.

Senator SMITH. Were you sending communications at that time?

Mr. BRIDE. We were testing the apparatus, sir. It had just left the hands of the engineers. We were holding tests with Liverpool and Malin Head wireless stations.

Senator SMITH. Can you say of your own knowledge how long a time was devoted to these trial tests?

Mr. BRIDE. The whole of Monday, as far as I know, sir. Monday we left Belfast.

Senator SMITH. You do not know of your own knowledge when the trial tests ceased, I suppose?

Mr. BRIDE. No, sir.

Senator SMITH. Did you leave the ship at all after boarding at Belfast?

Mr. BRIDE. I left the ship at Southampton, sir.

Senator SMITH. Temporarily?

Mr. BRIDE. Temporarily; yes, sir.

Senator SMITH. And returned to the ship?

Mr. BRIDE. I returned to the ship day before sailing, sir.

Senator SMITH. The day before sailing?

Mr. BRIDE. Yes, sir.

Senator SMITH. Which would have been the 9th of April?

Mr. BRIDE. Yes, sir.

Senator SMITH. At what hour?

Mr. BRIDE. Well, we got on board rather late. It was half past 11 in the evening.

Senator SMITH. At what time was she to sail?

Mr. BRIDE. Midday the next day, sir.

Senator SMITH. Now, I wish you would describe, as near as you can, the wireless apparatus with which the *Titanic* was equipped.

Mr. BRIDE. It was a 5-kilowatt, the disk discharger fitted with magnetic detector and valve and receiver and emergency gears.

Senator SMITH. Would you call it a thoroughly up-to-date apparatus?

Mr. BRIDE. Yes, sir. It was the only set afloat with the Marconi Co., with the disk discharger.

Senator SMITH. And your tests of this apparatus worked out satisfactorily?

Mr. BRIDE. Very satisfactorily, sir.

Senator SMITH. How far could you communicate, with that apparatus?

Mr. BRIDE. During the daytime we reckoned to be able to do 400 miles.

Senator SMITH. That is a pretty broad statement.

Mr. BRIDE. When you say “no limit,” sir, we are talking about freak messages which you can get. We were lying off Linton when we came around Belfast, when we exchanged the last message with Teneriffe and Port Said.

Senator SMITH. Almost any apparatus can get a freak message if it comes within the radius of that instrument?

Mr. BRIDE. We had a special sending apparatus which doubled our range.

Senator SMITH. What wave length could you employ with that apparatus?

Mr. BRIDE. Six hundred and 300 meters.

Senator SMITH. That is the international regulation?

Mr. BRIDE. Regulation; yes, sir.

Senator SMITH. And the regulation prescribed by the Marconi Co.?

Mr. BRIDE. Yes, sir.

Senator SMITH. Did you have occasion to use this wireless frequently after leaving Southampton?

Mr. BRIDE. Very frequently; yes, sir.

Senator SMITH. For what purpose?

Mr. BRIDE. Commercial traffic, sir.

Senator SMITH. With English coast stations?

Mr. BRIDE. With English coast stations and with other ships.

Senator SMITH. And ships at sea?

Mr. BRIDE. Yes, sir.

Senator SMITH. I wish you would let us know, if you can, how busy you were kept at that work?

Mr. BRIDE. From leaving Southampton to the time we had finished with Cape Race, we had got through about 250 telegrams. That was the evening we struck. When we had finished with Cape Race, we had transmitted 250 telegrams, just about, since leaving Southampton.

Senator SMITH. Up to the time you struck; up to the time of the occurrence of this impact?

Mr. BRIDE. Yes, sir.

Senator SMITH. Was the weather favorable for that kind of work?

Mr. BRIDE. Very favorable, sir.

Senator SMITH. Were there any officers of the White Star Line aboard the *Titanic*?

Mr. BRIDE. The *Titanic* was commanded by White Star officers.

Senator SMITH. I understand, but any general officers?

Mr. BRIDE. Any what, sir?

Senator SMITH. Any general officers of the White Star Line?

Mr. BRIDE. We had heard Mr. Ismay was on board, but beyond that I do not know anything.

Senator SMITH. Where did you hear that?

Mr. BRIDE. Mr. Phillips told me, sir.

Senator SMITH. Your chief told you?

Mr. BRIDE. Yes, sir.

Senator SMITH. Did he tell you who Mr. Ismay was?

Mr. BRIDE. I knew from the name who he was.

Senator SMITH. You knew who he was?

Mr. BRIDE. Yes, sir.

Senator SMITH. Had you ever seen him?

Mr. BRIDE. Not before, sir.

Senator SMITH. Did you see him during that voyage?

Mr. BRIDE. No, I do not think I did, sir.

Senator SMITH. At no time?

Mr. BRIDE. No, I do not think so.

Senator SMITH. Did he send or receive messages through you during the voyage?

Mr. BRIDE. I believe there were some transmitted for him, sir.

Senator SMITH. Official messages?

Mr. BRIDE. They would rank with us as official messages.

Senator SMITH. Did they have to do with the direction or the speed of the ship?

Mr. BRIDE. Coming around from Belfast there were messages transmitted for Mr. Ismay regarding the speed of the ship.

Senator SMITH. He was not then aboard? Was he aboard the ship from Belfast to Southampton?

Mr. BRIDE. I believe so.

Senator SMITH. He was?

Mr. BRIDE. Yes, sir.

Senator SMITH. That was on the trial trip?

Mr. BRIDE. Coming around from Belfast to Southampton, sir.

Senator SMITH. That is, the trial tests were made in what waters?

Mr. BRIDE. Belfast Lough.

Senator SMITH. And then the ship was put under way for Southampton?

Mr. BRIDE. Yes.

Senator SMITH. And while she was under way these messages from Mr. Ismay were sent?

Mr. BRIDE. Yes, sir.

Senator SMITH. And received? Did you get any reply?

Mr. BRIDE. I could not tell you, sir.

Senator SMITH. To whom were they sent, do you remember?

Mr. BRIDE. They were sent to the White Star offices at Liverpool and Southampton.

Senator SMITH. Liverpool or London?

Mr. BRIDE. Liverpool and Southampton.

Senator SMITH. Can you recall what was contained in the messages?

Mr. BRIDE. No, sir.

Senator SMITH. Generally, do you know what they said?

Mr. BRIDE. Generally, sir, that the trials of the speed of the ship were very favorable.

Senator SMITH. Were there any other messages for Mr. Ismay at that time?

Mr. BRIDE. I can not recollect, sir.

Senator SMITH. Did you see him aboard the *Titanic* after leaving Southampton?

Mr. BRIDE. No, sir.

Senator SMITH. Did you send or receive any messages from or for him after leaving Southampton?

Mr. BRIDE. I could not tell you. We had too many to remember them all.

Senator SMITH. If you received a message for the managing director of the company, you might remember it?

Mr. BRIDE. No; I can not.

Senator SMITH. You can not say?

Mr. BRIDE. No, sir.

Senator SMITH. Did he come to the wireless office during that journey?

Mr. BRIDE. Not to my knowledge.

Senator SMITH. From Southampton to the time of the collision?

Mr. BRIDE. Not to my knowledge, sir.

Senator SMITH. Or after the collision?

Mr. BRIDE. No, sir.

Senator SMITH. Did he send any word to you between Southampton and the time of the collision?

Mr. BRIDE. Not to my knowledge.

Senator SMITH. Or after the collision?

Mr. BRIDE. No, sir.

Senator SMITH. Do you know whether he sent any messages or received any messages while Mr. Phillips was at the apparatus?

Mr. BRIDE. I can not say, sir.

Senator SMITH. Did you hear whether he did or not?

Mr. BRIDE. No, sir.

Senator SMITH. Or whether he called upon Mr. Phillips or sent word to him after the collision?

Mr. BRIDE. No, sir; he did not, sir, after the collision.

Senator SMITH. Or on Sunday at all?

Mr. BRIDE. I could not say, sir. We had a lot of traffic on Sunday.

Senator SMITH. You can not recall whether Mr. Ismay sent or received any messages on Sunday?

Mr. BRIDE. No, sir.

Senator SMITH. Can you recall whether the captain of the ship received any messages on Saturday or Sunday from any White Star official regarding the movement, direction, or speed of the ship?

Mr. BRIDE. No, sir; he did not.

Senator SMITH. How do you know he did not?

Mr. BRIDE. Because I should have delivered it. I saw the captain's messages. I was delivering them for Mr. Phillips.

Senator SMITH. You were not on duty all of the time during those two days?

Mr. BRIDE. No, sir.

Senator SMITH. And during the time that Mr. Phillips was on duty would you know what he received?

Mr. BRIDE. I should know eventually, sir.

Senator SMITH. Eventually?

Mr. BRIDE. When I made up my accounts.

Senator SMITH. Did you ever make up the accounts?

Mr. BRIDE. Not for Sunday, sir.

Senator SMITH. Not for Sunday?

Mr. BRIDE. No, sir.

Senator SMITH. Or for Saturday?

Mr. BRIDE. Saturday's accounts were made up; yes, sir.

Senator SMITH. Did you make them up?

Mr. BRIDE. Yes, sir.

Senator SMITH. And you are ready to testify that the captain received no message from any source over the wireless which in any manner changed the course of his ship, its direction or its speed?

Mr. BRIDE. Yes, sir.

Senator SMITH. Or any other officer of the ship?

Mr. BRIDE. Yes, sir.

Senator SMITH. Would the same answer apply to all?

Mr. BRIDE. The same answer; yes, sir.

Senator SMITH. Did Mr. Phillips say to you at any time that such message had been received?

Mr. BRIDE. No, sir; he did not.

Senator SMITH. Did the captain, or any other officer of the *Titanic*, send any message to the White Star officers respecting the direction, the speed, or the conditions of the weather, the sea, or its proximity to the Great Banks?



Mr. BRIDE. Communication had been established with the *Baltic* on Sunday afternoon, and compliments were exchanged between the two commanders, and the state of the weather.

Senator SMITH. What else? Anything besides the state of the weather?

Mr. BRIDE. Not to my knowledge.

Senator SMITH. Were you on duty when the wireless message was received from the *Amerika* regarding the proximity of icebergs in that longitude?

Mr. BRIDE. I have no knowledge of a wireless message received from the *Amerika* regarding any iceberg. There may have been received by Mr. Phillips, but I did not see one myself.

Senator SMITH. Have you heard that such a message was received?

Mr. BRIDE. No, sir.

Senator SMITH. Did Mr. Phillips say that such a message had been received?

Mr. BRIDE. No, sir.

Senator SMITH. Did you ever talk with the captain about such a message?

Mr. BRIDE. There was a message delivered to the captain in the afternoon, sir, late in the afternoon, regarding——

Senator SMITH. Of Sunday?

Mr. BRIDE. Yes, sir.

Senator SMITH. Go ahead.

Mr. BRIDE. Regarding the ice field.

Senator SMITH. From whom?

Mr. BRIDE. From the *Californian*, sir.

Senator SMITH. At what hour Sunday?

Mr. BRIDE. It may not have been the *Californian*, but I can give you the call signal of the ship; it is “M. W. L.” You can ascertain that later.

Senator SMITH. Go ahead.

Mr. BRIDE. I received that message myself and delivered it to the captain. It stated that there were three large icebergs that the ship had just passed, and it gave their position.

Senator SMITH. What was the hour of the day?

Mr. BRIDE. Late in the afternoon, but I can not say the hour of the day.

Senator SMITH. Dusk?

Mr. BRIDE. It was an unofficial message.

Senator SMITH. From whom was it?

Mr. BRIDE. From this ship.

Senator SMITH. The *Californian*?

Mr. BRIDE. The ship with that call signal—M. W. L.

Senator SMITH. Which was the code signal?

Mr. BRIDE. The code signal of the ship.

Senator SMITH. Are you familiar with the code signals?

Mr. BRIDE. I know a good few of them.

Senator SMITH. Do you know what that means?

Mr. BRIDE. That particular call signal means a certain ship.

Senator SMITH. Yes. I want to know that ship.

Mr. SAMMIS. It is the *Californian*. M. W. L. is the signal of the *Californian*.

Senator SMITH. What is your name?

Mr. SAMMIS. I am the engineer of the Marconi Co.

Senator SMITH. What is your name?

Mr. SAMMIS. Sammis.

Senator SMITH. What is your first name?

Mr. SAMMIS. Frederick.

Senator SMITH. Who are you?

Mr. SAMMIS. I am the engineer of the American company.

Senator SMITH. Of the American Marconi Co.?

Mr. SAMMIS. Yes, sir.

Senator SMITH. And you say that this code signal —

Mr. SAMMIS. Is the signal of the *Californian*.

Senator SMITH. Was it from the *Californian*?

Mr. SAMMIS. Yes, sir.

Senator SMITH. That is her signal?

Mr. SAMMIS. Yes, sir.

Senator SMITH. That is a recognized signal?

Mr. SAMMIS. Yes, sir.

Senator SMITH. Among mariners or in the management of the wireless?

Mr. SAMMIS. Amongst the operators. Each ship has its own call, and that is a distinctive call for each one.

Senator SMITH. The *Californian* is equipped with the Marconi?

Mr. SAMMIS. Yes, sir.

Senator SMITH. And this is her registered signal?

Mr. SAMMIS. Yes, sir; her call.

Senator SMITH. Now, I would like to know just what that message said?

Mr. BRIDE. In the first place the *Californian* had called me, sir, with an ice report. I was rather busy just for the minute, and I did not take it. She did not call again. She transmitted the ice report to the *Baltic*, and as she was transmitting it to the *Baltic* I took it down. I took it to the captain; but it was not official, because it was not intended for me afterwards.

Senator SMITH. Was the attempt made first upon you?

Mr. BRIDE. First on me; yes, sir.

Senator SMITH. And being unable to get you, they tried to get the *Baltic*?

Mr. BRIDE. It was about half an hour after that they transmitted it to the *Baltic*.

Senator SMITH. Why were they unable to get you?

Mr. BRIDE. I was doing some writing at the time, sir.

Senator SMITH. You mean you were taking some messages?

Mr. BRIDE. No, sir; I was writing some accounts.

Senator SMITH. You were writing some accounts?

Mr. BRIDE. Yes, sir.

Senator SMITH. Where?

Mr. BRIDE. On the operating table.

Senator SMITH. On the operating table?

Mr. BRIDE. Yes, sir.

Senator SMITH. Did you have this instrument off your head at the time?

Mr. BRIDE. No, sir.

Senator SMITH. Were you aware that the *Californian* was trying to get you?

Mr. BRIDE. Yes, sir.

Senator SMITH. You continued your work on the accounts, if I understand you correctly?

Mr. BRIDE. Yes, sir.

Senator SMITH. And did not respond to the *Californian's* call?

Mr. BRIDE. No, sir.

Senator SMITH. For 30 minutes?

Mr. BRIDE. I do not think it was quite 30 minutes.

Senator SMITH. How long a time was it?

Mr. BRIDE. It may have been. It would have been somewhere between 20 and 30 minutes. I can not say definitely.

Senator SMITH. Just what hour was this?

Mr. BRIDE. Late in the afternoon.

Senator SMITH. Of Sunday?

Mr. BRIDE. Yes, sir. I should say it was about 5 o'clock.

Senator SMITH. About six hours before that calamity occurred?

Mr. BRIDE. Yes, sir.

Senator SMITH. Did your work continue for about 20 or 30 minutes on the accounts?

Mr. BRIDE. Yes, sir.

Senator SMITH. After you had finished, what did you do?

Mr. BRIDE. I still remained on watch until dinner time.

Senator SMITH. Had you had any other wireless communications regarding the proximity of icebergs?

Mr. BRIDE. No, sir.

Senator SMITH. This information that you got from the *Californian* was the first information?

Mr. BRIDE. Yes, sir.

Senator SMITH. And that you received about half past 5 o'clock, the afternoon of Sunday?

Mr. BRIDE. I should say it was nearer 5 o'clock, sir.

Senator SMITH. When you took it?

Mr. BRIDE. Yes, sir.

Senator SMITH. Then, when the first call was made it must have been about half past 4 o'clock?

Mr. BRIDE. Yes.

Senator SMITH. The ship being under steam and moving all the time?

Mr. BRIDE. Yes, sir.

Senator SMITH. When you got this call from the *Californian* which was intended for the *Baltic*, what did you do?

Mr. BRIDE. I simply waited until she informed the *Baltic*. It was an ice report. Then I knew it would be the same one she had for me, so I took it down.

Senator SMITH. And delivered it?

Mr. BRIDE. Yes, sir. I acknowledged it to the *Californian* before I delivered it.

Senator SMITH. You acknowledged it?

Mr. BRIDE. I acknowledged the receipt of it.

Senator SMITH. How much time elapsed while you were waiting to confirm this report through the *Baltic*?

Mr. BRIDE. I did not confirm it through the *Baltic*. I confirmed it direct to the *Californian*.

Senator SMITH. Confirmed it with the *Californian*?

Mr. BRIDE. Yes, sir.

Senator SMITH. In your acknowledgment?

Mr. BRIDE. Yes, sir.

Senator SMITH. How much time elapsed?

Mr. BRIDE. I should say about four minutes.

Senator SMITH. What did you say in confirming this report to the *Californian*?

Mr. BRIDE. I gave the usual acknowledgment of receipt, “R. D.,” the Marconi signal.

Senator SMITH. R. D. indicates “received?”

Mr. BRIDE. Yes, sir.

Senator SMITH. And you said nothing more?

Mr. BRIDE. Nothing more.

Senator SMITH. But you are certain that the *Californian* knew that you had this message?

Mr. BRIDE. Yes, sir.

Senator SMITH. Did they respond directly?

Mr. BRIDE. They simply gave the usual finishing signal “T. I. S.”—“M. L. W.”

Senator SMITH. After you had put the R. D. on?

Mr. BRIDE. Yes, sir.

Senator SMITH. So that you knew they were aware of the fact that you had received this message?

Mr. BRIDE. Yes, sir.

Senator SMITH. Now, once more I would like to have you tell the exact language of that message.

Mr. BRIDE. It stated the *Californian* had passed three large icebergs, and gave their latitude and longitude.

Senator SMITH. That they had passed three large icebergs?

Mr. BRIDE. Yes, sir.

Senator SMITH. And gave their latitude and longitude?

Mr. BRIDE. Yes; that she had passed very close to them.

Senator SMITH. Do you recollect what the latitude and longitude were?

Mr. BRIDE. No, sir; indeed I do not.

Senator SMITH. Did you make a record of this communication?

Mr. BRIDE. No, sir; I made it on a slip of paper and handed it to the bridge.

Senator SMITH. Intending to make a permanent record of it?

Mr. BRIDE. No, sir.

Senator SMITH. Are you not obliged to make a record of it?

Mr. BRIDE. No, sir.

Senator SMITH. The reason you made no record of this message was because it was not official?

Mr. BRIDE. It was not official, sir. If we kept a record of all these messages we should never be able to get through our work.

Senator SMITH. If it had been official you would have preserved it?

Mr. BRIDE. I should have preserved it.

Senator SMITH. And made permanent record of it?

Mr. BRIDE. Yes, sir.

Senator SMITH. You took that message to the captain?

Mr. BRIDE. The officer on the bridge?

Senator SMITH. Who was the officer on the bridge?

Mr. BRIDE. I could not say, sir; I do not know the officers, sir.

Senator SMITH. Was it Mr. Lightoller?

Mr. BRIDE. I could not tell you.

Senator SMITH. You do not know whether it was the first or second officer?

Mr. BRIDE. I did not know any of the officers there; I did not know what watches they were keeping.

Senator SMITH. You did not know what watches they were keeping?

Mr. BRIDE. No, sir.

Senator SMITH. You took it to the officer on the bridge?

Mr. BRIDE. Yes; on the bridge.

Senator SMITH. At what hour.

Mr. BRIDE. A little after 5, sir.

Senator SMITH. A little after 5?

Mr. BRIDE. Yes.

Senator SMITH. Was that officer Mr. Murdock?

Mr. BRIDE. I could not tell you, sir.

Senator SMITH. Do you know Mr. Murdock?

Mr. BRIDE. No, sir; I know the officers by sight, but I do not know their names.

Senator SMITH. Mr. Murdock was first officer and he was in charge of the lookout at the time. Can you verify that in any way?

Mr. BRIDE. No, sir.

Senator SMITH. Did you communicate this message to the captain?

Mr. BRIDE. No, sir; I gave it to the officer on watch, sir.

Senator SMITH. I just wanted to know whether you communicated it to the captain, yourself?

Mr. BRIDE. No, sir.

Senator SMITH. You communicated it to the officer in charge of the watch who had charge of the ship at the time?

Mr. BRIDE. Yes, sir.

Senator SMITH. Did you receive any other communications regarding icebergs?

Mr. BRIDE. No, sir.

Senator SMITH. From any ship, that afternoon or evening?

Mr. BRIDE. No, sir.

Senator SMITH. Did Mr. Phillips receive a message from the *Amerika*?

Mr. BRIDE. Not to my knowledge, sir.

Senator SMITH. You did not receive one from the *Amerika*?

Mr. BRIDE. No, sir.

Senator SMITH. You are very certain about that?

Mr. BRIDE. Yes, sir.

Senator SMITH. Are you also very certain that the only message you received regarding icebergs was received from the *Californian*?

Mr. BRIDE. Personally; yes, sir. As to what Mr. Phillips received, I can not say.

Senator SMITH. No; I am not asking you that. Now, once more: Did Mr. Phillips at any time say to you that a message had been received from any other ship on that subject?

Mr. BRIDE. No, sir.

Senator SMITH. Who was on duty at the wireless station from 6 o'clock Sunday evening until the collision or impact?

Mr. BRIDE. I was on duty for half an hour, sir, while Mr. Phillips went and had his dinner.

Senator SMITH. At what hour?

Mr. BRIDE. From 7 o'clock until half past.

Senator SMITH. Where were you after that, up to the time of the collision?

Mr. BRIDE. At the time of the collision?

Senator SMITH. Up to the time of the collision.

Mr. BRIDE. I was in bed.

Senator SMITH. You had retired?

Mr. BRIDE. Yes, sir.

Senator SMITH. In a room adjacent to the apparatus?

Mr. BRIDE. Yes, sir.

Senator SMITH. Did you and Mr. Phillips both occupy that room?

Mr. BRIDE. Yes, sir.

Senator SMITH. How far was it from the apparatus?

Mr. BRIDE. Just next door to it.

Senator SMITH. With a door between?

Mr. BRIDE. There was a door between; yes, sir.

Senator SMITH. Could you enter immediately from the apparatus, or operating room, to the bedroom?

Mr. BRIDE. Yes, sir.

Senator SMITH. You retired at what time?

Mr. BRIDE. It was just about 8 o'clock.

Senator SMITH. Were you in bed when this collision occurred?

Mr. BRIDE. Yes, sir.

Senator SMITH. Were you asleep?

Mr. BRIDE. Yes, sir.

Senator SMITH. Were you awakened by it?

Mr. BRIDE. No, sir.

Senator SMITH. How were you awakened?

Mr. BRIDE. I woke up of my own accord.

Senator SMITH. No one aroused you after that impact?

Mr. BRIDE. No, sir.

Senator SMITH. How long did you lie in bed after the collision?

Mr. BRIDE. I could not tell you, sir.

Senator SMITH. Did Mr. Phillips not arouse you?

Mr. BRIDE. No, sir.

Senator SMITH. Or attempt to do so?

Mr. BRIDE. No, sir.

Senator SMITH. Do you know what time you arose from your bed?

Mr. BRIDE. It must have been about a quarter to 12, sir; about 5 minutes to 12, ship's time.

Senator SMITH. Five minutes to 12, ship's time?

Mr. BRIDE. Yes, sir.

Senator SMITH. What time did the collision occur?

Mr. BRIDE. I could not say, sir.

Senator SMITH. You remained in bed until 12.05?

Mr. BRIDE. I think it was this side of 12, sir; it was about 5 minutes to 12.

Senator SMITH. Then you must have been aroused somewhat by this impact?

Mr. BRIDE. No; I had promised to relieve Mr. Phillips earlier than usual, you see.

Senator SMITH. Earlier than usual, that night?

Mr. BRIDE. Yes.

Senator SMITH. And you awakened yourself?

Mr. BRIDE. Yes.

Senator SMITH. Did you arise immediately?

Mr. BRIDE. Yes, sir.

Senator SMITH. And dress yourself?

Mr. BRIDE. I went out to speak to him before I dressed. I only had pajamas on.

Senator SMITH. Before you put your clothes on?

Mr. BRIDE. Yes, sir.

Senator SMITH. What did you say to him?

Mr. BRIDE. I asked him how he was getting on.

Senator SMITH. What did he say?

Mr. BRIDE. He had a big batch of telegrams from Cape Race that he had just finished.

Senator SMITH. He told you that?

Mr. BRIDE. Yes.

Senator SMITH. Had he finished his work?

Mr. BRIDE. Yes.

Senator SMITH. This was after the collision?

Mr. BRIDE. After the collision.

Senator SMITH. Did you remain in the operating room?

Mr. BRIDE. I got dressed first.

Senator SMITH. You returned to the bedroom and got dressed?

Mr. BRIDE. Yes, sir.

Senator SMITH. During that time did Mr. Phillips tell you that the boat had been injured?

Mr. BRIDE. He told me that he thought she had got damaged in some way and that he expected that we should have to go back to Harlan & Wolff's.

Senator SMITH. Those are the builders, at Belfast?

Mr. BRIDE. Yes.

Senator SMITH. What did you do then?

Mr. BRIDE. I took over the watch from him.

Senator SMITH. You took the watch from him?

Mr. BRIDE. Yes, sir.

Senator SMITH. Where did he go?

Mr. BRIDE. He was going to retire, sir.

Senator SMITH. Did he retire?

Mr. BRIDE. He got inside of the other room when the captain came in, then.

Senator SMITH. The captain came in?

Mr. BRIDE. Yes, sir.

Senator SMITH. Personally?

Mr. BRIDE. Yes, sir.

Senator SMITH. To the operating room?

Mr. BRIDE. Yes, sir.

Senator SMITH. What did the captain say?

Mr. BRIDE. He told us that we had better get assistance.



Senator SMITH. Can you tell us in his language?

Mr. BRIDE. That is exactly what he said. He said, “You had better get assistance.” When Mr. Phillips heard him he came out and asked him if he wanted him to use a distress call. He said, “Yes; at once.”

Senator SMITH. Who sent this call?

Mr. BRIDE. Mr. Phillips.

Senator SMITH. He responded to the captain's desire?

Mr. BRIDE. Yes, sir.

Senator SMITH. And you turned the apparatus over to him?

Mr. BRIDE. Yes, sir.

Senator SMITH. Was the message sent immediately?

Mr. BRIDE. Immediately.

Senator SMITH. Do you know what the message was?

Mr. BRIDE. Yes.

Senator SMITH. Please state it.

Mr. BRIDE. C. Q. D. about half a dozen times; M. G. Y. half a dozen times.

Senator SMITH. Will you kindly explain the meaning of these letters or that code?

Mr. BRIDE. C. Q. D. is a recognized distress call; M. G. Y. is the code call of the *Titanic*.

Senator SMITH. Is C. Q. D. in itself composed of the first letters of three words, or merely a code?

Mr. BRIDE. Merely a code call, sir.

Senator SMITH. But one recognized by operators as important and as a distress call?

Mr. BRIDE. Yes, sir.

Senator SMITH. How long after that call was sent out was it before you got a reply?

Mr. BRIDE. As far as I know, immediately, sir.

Senator SMITH. Within two or three minutes?

Mr. BRIDE. You see I could read what Mr. Phillips was sending, but I could not get the answers because he had the telephones.

Senator SMITH. You knew what he had sent, but you did not know what he received in reply?

Mr. BRIDE. No, sir.

Senator SMITH. Right at this point I am going to ask Mr. Marconi if he will tell us what C. Q. D. means, literally.

Mr. MARCONI. It is a conventional signal.

Senator SMITH. You mean it is in accordance with the international convention?

Mr. MARCONI. No; it is not. It is a conventional signal which was introduced originally by my company to express a state of danger or peril of a ship that sends it.

Mr. UHLER. It is an arbitrary signal?

Mr. MARCONI. It is arbitrary, but it is conventional. Everyone understands it.

“C. Q.” means “All stations,” does it not, Mr. Bride?

Mr. BRIDE. Yes, sir.

Mr. MARCONI. C. Q. is the call for all stations. If you call C. Q. on a ship it means, “All other stations stand at attention, and reply.”

I did not make the signal originally. I presume the object was to indicate, in a certain way, to all stations, the danger or peril that existed.

Mr. KIRLIN. Or distress?

Mr. MARCONI. Or distress, yes.

I should add that the international danger signal, introduced or decided on by the Berlin convention, is S. O. S.

Senator SMITH. What does that mean?

Mr. MARCONI. I do not know what it means. It denotes danger or distress. I believe that was sent, too, from the *Titanic*; but, of course, Mr. BRIDE will tell you, if it is the fact.

Senator SMITH. What is the silent signal?

Mr. MARCONI. I do not know it, personally.

Senator SMITH. Under the international convention, I mean.

Mr. MARCONI. I do not know it.

Mr. BRIDE. It is D. D. D.

Mr. MARCONI. D. D. D.

Senator SMITH. That is the silent signal?

Mr. MARCONI. Yes, sir; that means “shut up.”

Senator SMITH. All other stations must cease?

Mr. MARCONI. All other stations must cease.

Senator SMITH. But the danger signal, C. Q. D., is the recognized signal for a ship in distress?

Mr. MARCONI. Yes.

Senator SMITH. You received a reply within three or four minutes, but you only know that from what——

Mr. BRIDE. Mr. Phillips told me.

Senator SMITH. Just what did he tell you?

Mr. BRIDE. He told me to go to the captain and report the *Frankfurt*.

Senator SMITH. What do you mean by the *Frankfurt*?

Mr. BRIDE. He was in communication with the *Frankfurt*, sir; he had sent the *Frankfurt* our position.

Senator SMITH. Was the *Frankfurt* the first ship that picked up the C. Q. D.?

Mr. BRIDE. Yes, sir.

Senator SMITH. And you delivered that message to the captain?

Mr. BRIDE. Yes, sir.

Senator SMITH. Personally?

Mr. BRIDE. Yes, sir.

Senator SMITH. Where was he at the time?

Mr. BRIDE. He was on the boat deck, sir.

Senator SMITH. On the boat deck?

Mr. BRIDE. Yes, sir.

Senator SMITH. Not on the bridge?

Mr. BRIDE. No, sir.

Senator SMITH. The boat deck being the sun deck, or upper deck?

Mr. BRIDE. Being the decks where the boats are?

Senator SMITH. Where the lifeboats are.

Mr. BRIDE. Yes, sir.

Senator SMITH. What did he say in reply when you handed him this message?

Mr. BRIDE. He wanted to know where she was, sir.

Senator SMITH. Her latitude?

Mr. BRIDE. And longitude, sir. I told him we would get that as soon as we could.

Senator SMITH. What did you do then?

Mr. BRIDE. I went back to the cabin with Mr. Phillips.

Senator SMITH. What did you tell him?

Mr. BRIDE. I told him I had reported to the captain.

Senator SMITH. And the captain wished that the position of the boat should be ascertained?

Mr. BRIDE. Mr. Phillips was waiting for the position of the boat then, sir.

Senator SMITH. What was the next message received by Mr. Phillips?

Mr. BRIDE. A reply from the *Carpathia*.

Senator SMITH. A reply to the C. Q. D. call?

Mr. BRIDE. Yes, sir.

Senator SMITH. From the *Carpathia*?

Mr. BRIDE. Yes, sir.

Senator SMITH. Did the *Carpathia* give her location?

Mr. BRIDE. Yes, sir; after she had obtained it from the bridge.

Senator SMITH. What did the *Carpathia* message say?

Mr. BRIDE. She sent her latitude and longitude and told him she was coming along as quickly as possible. She turned around and was steaming full speed, or words to that effect.

Senator SMITH. That she had reversed her course?

Mr. BRIDE. Yes, sir.

Senator SMITH. And was steaming at full speed toward the *Titanic*?

Mr. BRIDE. Yes, sir.

Senator SMITH. What was done with this message?

Mr. BRIDE. It was taken to the captain, sir. I took it to the captain.

Senator SMITH. Where did you find him then?

Mr. BRIDE. He was in the wheelhouse.

Senator SMITH. What?

Mr. BRIDE. In the wheelhouse, upon the bridge.

Senator SMITH. In the pilot house?

Mr. BURLINGHAM. The wheelhouse.

Senator SMITH. The wheelhouse?

Mr. BRIDE. Yes, sir.

Senator SMITH. On the bridge?

Mr. BRIDE. Yes, sir.

Senator SMITH. He could enter the wheelhouse from the bridge?

Mr. BRIDE. Yes, sir.

Senator SMITH. What did the captain say when you delivered that message?

Mr. BRIDE. He came back with me to the cabin, sir.

Senator SMITH. He came back with you to the cabin?

Mr. BRIDE. Yes, sir.

Senator SMITH. What took place?

Mr. BRIDE. He asked Mr. Phillips what other ships he was in communication with, sir.

Senator SMITH. He asked Mr. Phillips what other ships he was in communication with?

Mr. BRIDE. Yes, sir.

Senator SMITH. And what was said?

Mr. BRIDE. He interrupted Mr. Phillips when Mr. Phillips was establishing communication with the *Olympic*, so he was told the *Olympic* was there.

Senator SMITH. Then what took place, Mr. Bride?

Mr. BRIDE. Why, he worked out the difference between the *Carpathia's* position and ours, sir.

Senator SMITH. Who did?

Mr. BRIDE. The captain.

Senator SMITH. The captain worked out the difference?

Mr. BRIDE. He roughly estimated it.

Senator SMITH. Worked out the difference between the *Carpathia's* position and that of the *Olympic*?

Mr. BRIDE. No; the *Titanic*.

Senator SMITH. Between the *Carpathia's* position and that of the *Titanic*?

Mr. BRIDE. Yes, sir.

Senator SMITH. And then what occurred?

Mr. BRIDE. He went out to the cabin then, and we still continued to exchange.

Senator SMITH. He went out to the cabin?

Mr. BRIDE. Yes, sir.

Senator SMITH. And the operator continued what?

Mr. BRIDE. To exchange messages, sir.

Senator SMITH. To exchange messages?

Mr. BRIDE. Yes, sir.

Senator SMITH. What was the next message, so far as you can recollect?

Mr. BRIDE. Well, after the *Olympic*, sir, we did not get any replies, and I asked Mr. Phillips outside—well, he went outside to see how they were getting on, and I took the phones.

Senator SMITH. I understand from you that the first response to the C. Q. D. call of distress was from the *Frankfurt*?

Mr. BRIDE. Yes, sir.

Senator SMITH. What line of boats?

Mr. BRIDE. German line, as far as I can remember, sir.

Mr. MARCONI. The North German Lloyd.

Senator SMITH. Did you receive any other communication from the *Frankfurt*?

Mr. BRIDE. Not then, sir. We had transmitted to the *Frankfurt* our position, but we had received nothing from him in return.

Senator SMITH. You transmitted to the *Frankfurt* your position in the sea?

Mr. BRIDE. Yes, sir.

Senator SMITH. And never received any further acknowledgment?

Mr. BRIDE. He told us to stand by, sir. That means to wait.

Senator SMITH. The *Frankfurt* told you to stand by?

Mr. BRIDE. Yes, sir.

Senator SMITH. Does that mean “I am coming?”

Mr. BRIDE. It means wait; he is coming back again.

Senator SMITH. Where was the *Frankfurt* headed for?

Mr. BRIDE. I believe she was bound east, sir; but I can not say for certain.

Senator SMITH. Had you been in communication with the *Frankfurt* during that day or the preceding day?

Mr. BRIDE. I can not say, sir, as to that.

Senator SMITH. What is your best recollection about it?

Mr. BRIDE. I can not say, sir. We were in communication with several ships during the afternoon and evening.

Senator SMITH. Is it impossible for you to recall whether you had any communication from the *Frankfurt*, or sent any to her, at any time during the voyage from Southampton to the place of this collision?

Mr. BRIDE. I do not think there was any communication established with the *Frankfurt* before we sent the distress signal, sir.

Senator SMITH. Did you pick up any message from the *Frankfurt* intended for any other operator?

Mr. BRIDE. No, sir.

Senator SMITH. Do you know what the *Frankfurt's* position was when she received the C. Q. D. call?

Mr. BRIDE. That is what we were waiting for, sir.

Senator SMITH. Did you ever ascertain?

Mr. BRIDE. No, sir.

Senator SMITH. Did anyone say in your hearing that they thought the *Frankfurt* was in closer proximity to the *Titanic* than any other ship?

Mr. BRIDE. Yes, sir; Mr. Phillips told me so.

Senator SMITH. Who said that?

Mr. BRIDE. Mr. Phillips told me that, judging by the strength of the signals received from the two ships, the *Frankfurt* was the nearer.

Senator SMITH. Did Mr. Phillips tell you that he was trying to establish such communication with the *Frankfurt* as would bring that ship to your relief?

Mr. BRIDE. Well, Mr. Phillips was under the impression that when the *Frankfurt* had heard the C. Q. D. and got our position, he would immediately make it known to his commander and take further steps. Apparently he did not.

Senator SMITH. Did the captain of the *Titanic* make any personal reference to that matter to you, or within your hearing, or to Mr. Phillips?

Mr. BRIDE. No, sir; he asked us where the *Frankfurt* was, but we told him we could not tell him.

Senator SMITH. But from the force of the current Mr. Phillips gathered that the *Frankfurt* was the nearer ship?

Mr. BRIDE. Yes, sir.

Senator SMITH. And the fact that it was the first to respond was rather confirmatory of that?

Mr. BRIDE. No, sir; it would not be.

Senator SMITH. It would not be?

Mr. BRIDE. No, sir.

Senator SMITH. Did any officer on the *Titanic* at any time express the hope that the *Frankfurt* would come first to their relief?

Mr. BRIDE. No, sir.

Senator SMITH. Did you have any other communication with the *Frankfurt* after that ship responded to the distress call?

Mr. BRIDE. Yes, sir.

Senator SMITH. What was it?

Mr. BRIDE. He called us up at a considerably long period afterwards and asked us what was the matter.

Senator SMITH. How long after?

Mr. BRIDE. I should say it would be considerably over 20 minutes afterwards.

Senator SMITH. Twenty minutes after the message giving your position, the position of the *Titanic*——

Mr. BRIDE. And the C. Q. D.

Senator SMITH (continuing). And the C. Q. D. distress call, you got another message from the *Frankfurt* saying, “What is the matter?”

Mr. BRIDE. Yes, sir.

Senator SMITH. Did they say anything else?

Mr. BRIDE. He merely inquired, sir, as to what was the matter with us.

Senator SMITH. To that message what did you say?

Mr. BRIDE. I think Mr. Phillips responded rather hurriedly.

Senator SMITH. What did he say? I would like to know?

Mr. BRIDE. Well, he told him to the effect that he was a bit of a fool.

Senator SMITH. Just give it in his language.

Mr. BRIDE. Well, he told him he was a fool, sir.

Senator SMITH. Is that all?

Mr. BRIDE. Yes, sir.

Senator SMITH. Did he preface that word with anything more severe?

Mr. BRIDE. No, sir.

Senator SMITH. Did Mr. Phillips then tell him what was the matter?

Mr. BRIDE. No, sir.

Senator SMITH. Did he have any further communication with the *Frankfurt*?

Mr. BRIDE. No, sir. He told him to stand by, sir—finish.

Senator SMITH. In the interim you had got into communication with the *Carpathia*?

Mr. BRIDE. And the *Olympic*.

Senator SMITH. And the *Olympic*?

Mr. BRIDE. Yes, sir.

Senator SMITH. Both of whom assured you they were coming?

Mr. BRIDE. Yes, sir.

Senator SMITH. To your relief?

Mr. BRIDE. Yes, sir.

Senator SMITH. To what line does the *Olympic* belong?

Mr. BRIDE. White Star, sir.

Senator SMITH. And the *Carpathia* belongs to the Cunard Line?

Mr. BRIDE. The Cunard; yes, sir.

Senator SMITH. Did you ever learn the position of the *Frankfurt*?

Mr. BRIDE. No, sir.

Senator SMITH. After she had first responded to your call?

Mr. BRIDE. No, sir.

Senator SMITH. Did Mr. Phillips ask for it?

Mr. BRIDE. Yes, sir.

Senator SMITH. How often?

Mr. BRIDE. When she first answered our C. Q. D. he said, “Go and get your position.” The *Frankfurt* replied “Stand by.”

Senator SMITH. Did the *Frankfurt* at that time know your position?

Mr. BRIDE. Yes, sir.

Senator SMITH. What was your interpretation of “stand by,” in that connection?

Mr. BRIDE. To wait for his position and what he was going to do about the matter.

Senator SMITH. Did you ever get the position of the *Frankfurt*?

Mr. BRIDE. No, sir.

Senator SMITH. Did Mr. Phillips?

Mr. BRIDE. No, sir.

Senator SMITH. Did you and Mr. Phillips talk about it?

Mr. BRIDE. Yes, sir.

Senator SMITH. What did you say to one another about it?

Mr. BRIDE. We expressed our opinions of the operator on the *Frankfurt*.

Senator SMITH. Was it critical?

Mr. BRIDE. Yes, sir.

Senator SMITH. And uncomplimentary?

Mr. BRIDE. Very.

Senator SMITH. Was it based upon any knowledge or suspicion that the operator was personally derelict in his duty?

Mr. BRIDE. Yes, sir.

Senator SMITH. Was it based upon any suspicion that the *Frankfurt* had not responded to this distress call as that ship should have done?

Mr. BRIDE. Yes, sir.

Senator SMITH. Was it a matter of deep regret between you and Mr. Phillips?

Mr. BRIDE. Well, it was at the time when the *Frankfurt* asked us what the matter was with us, because we realized then that we were getting into—we realized what had happened to the ship.

Senator SMITH. But you realized at that time that all the lives on that ship depended upon getting relief from some other vessel?

Mr. BRIDE. At the time the *Frankfurt* asked us what was the matter with us; yes, sir.

Senator SMITH. After you told him that he was a fool, did you tell him the ship was going down?

Mr. BRIDE. No, sir; we told him to stand by, sir; to keep out of it.

Senator SMITH. Keep out of what?

Mr. BRIDE. Not to interfere with his instrument, sir; because we were in communication with the *Carpathia*, and we knew that the *Carpathia* was the best thing doing.

Senator SMITH. Did you tell that to the operator of the *Frankfurt*?

Mr. BRIDE. No, sir.

Senator SMITH. When you said “Keep out of it,” could that be interpreted as in any way changing the first distress call?

Mr. BRIDE. Merely told him not to interfere with our communications.

Senator SMITH. He had not responded as you felt he ought to respond?

Mr. BRIDE. Yes, sir.

Senator SMITH. He had not indicated that they were coming?

Mr. BRIDE. No, sir.

Senator SMITH. He had impressed you with the lack of appreciation for your situation? Stop me if I am not interpreting you correctly; I am summarizing what you have said. Am I correct about that?

Mr. BRIDE. It struck me so—that he did not seem to be able to realize the position we were in.

Senator SMITH. And you are quite sure that you gave him all the information necessary?



Mr. BRIDE. We made it very clear to him.

Senator SMITH. You mean in referring to the condition you were in, you referred to the sinking of the *Titanic*?

Mr. BRIDE. If you call C. Q. D. and give your position, then there is no necessity for another ship to inquire further into the matter, if he is coming to your assistance, because you could not call C. Q. D. unless you were in need of assistance.

Senator SMITH. Now, C. Q. D. was the strongest language that you could use under your wireless regulations to apprise any station that you needed help immediately; is that right?

Mr. BRIDE. Any operator hearing a C. Q. D., giving a ship's position, when on the job, would immediately, without inquiring further into the matter, go to his captain and inform his captain. It would be a waste of time asking anything about it. The less time spent in talking, the more time can be spent in getting to the ship.

The last question was read by the reporter.

Mr. BRIDE. We could not send anything more than C. Q. D.

Senator SMITH. After you told this operator he was a fool, and 20 minutes had gone by, did you tell him that your ship was sinking?

Mr. BRIDE. No, sir.

Senator SMITH. Did you give him any additional information?

Mr. BRIDE. No, sir. He ought not to have wanted any in the first place.

Senator SMITH. Upon the information you did give him, are you ready to say whether the ship responded or not?

Mr. BRIDE. There ought not to have been any doubt about the information we gave him at all, sir; he ought to have known what to do with it immediately.

Senator SMITH. So far as you know, the *Frankfurt* did not respond?

Mr. BRIDE. No, sir.

Senator SMITH. Will you tell us what confirmation you have that the operator of the *Frankfurt* received your C. Q. D. distress call correctly?

Mr. BRIDE. Mr. Phillips had the telephones on at the time, sir. He called “C. Q. D.” The *Frankfurt* answered. He gave the *Frankfurt* our position. He said, “Come at once.” The *Frankfurt* said, “Stand by.” We waited, and that is the last we heard of the *Frankfurt* until he said, “What was the matter with you?” a considerable period afterwards.

Senator SMITH. After he said, “What was the matter with you?” then what was said?

Mr. BRIDE. We told him he was a fool, sir.

Senator SMITH. Was that the last thing you said to him?

Mr. BRIDE. To the *Frankfurt*, yes, sir.

Senator SMITH. You recall that you said later to him to keep out, not to interfere with your insulation, or——

Mr. BRIDE. We told him to keep out and not interfere with our communication.

Senator SMITH. Was that all in the one message?

Mr. BRIDE. That was all in the one message.

Senator SMITH. “You are a fool. Keep out and do not interfere with our communication.”

Mr. BRIDE. Yes, sir.

Senator SMITH. That was all in the one message?

Mr. BRIDE. Yes, sir.

Senator SMITH. And that was the last thing you said to the *Frankfurt*?

Mr. BRIDE. Yes, sir.

Senator SMITH. Now, did you see the *Frankfurt* in the vicinity of the wreck of the *Titanic*, or after you were taken on board the *Carthia*?

Mr. BRIDE. The only ship I saw, sir, was the *Carthia*.

Senator SMITH. Do you know whether the *Carthia* had any communication of any kind from the *Frankfurt*?

Mr. BRIDE. No, sir; I can not say.

Senator SMITH. You could not say?

Mr. BRIDE. No, sir.

Senator SMITH. While you were at the key, or at the apparatus, no message was received from the *Frankfurt*?

Mr. BRIDE. No, sir.

Senator SMITH. I think right there I would like to ask Mr. Cottam one or two questions.

#### TESTIMONY OF HAROLD T. COTTAM—Recalled.

Senator SMITH. Did you receive any message from the *Frankfurt*?

Mr. COTTAM. No, sir; none whatever.

Senator SMITH. At no time?

Mr. COTTAM. No, sir.

Senator SMITH. Do you know of any being sent from the *Carthia* to the *Frankfurt*?

Mr. COTTAM. No, sir.

Senator SMITH. You did not pick up any stray messages?

Mr. COTTAM. No, sir.

Senator SMITH. All right.

#### TESTIMONY OF HAROLD S. BRIDE—Resumed.

Senator SMITH. Mr. Bride, do you know whether the operator on the *Frankfurt* understood the English language?

Mr. BRIDE. There was no necessity for him to understand the English language, sir.

Senator SMITH. Because this call——

Mr. BRIDE. Was an international call.

Senator SMITH. And C. Q. D. means the same in the German language and the French language and the English language?

Mr. BRIDE. Yes, sir.

Senator SMITH. And is the international code signal of distress?

Mr. BRIDE. Yes, sir.

Senator SMITH. Under the Berlin convention?

Mr. BRIDE. I can not say, sir.

Senator SMITH. Under the regulations of the Marconi Co.?

Mr. BRIDE. It is recognized by all ships' operators as being a signal of distress.

Senator SMITH. Mr. Bride, I want this record to be as complete as possible, and I desire to know why, after a message was received from the *Frankfurt* asking “What is the matter” you did not reply

“We are sinking and the lives of our passengers and crew are in danger”?

Mr. BRIDE. You see, it takes a certain amount of time to transmit that information, sir. If the man had understood properly, as he ought to have, C. Q. D. would have been sufficient, sir. C. Q. D. is the whole thing in a nutshell, you see.

Senator SMITH. Yes; but it did not seem to move him.

Mr. BRIDE. Well, he did not know his business, that is all, sir.

Senator SMITH. But in such an emergency do you not think that a more detailed statement might have been sent? Take, for instance, the message from the *Titanic* to the *Carpathia* that the boiler rooms were filling with water and the ship sinking; that could have been sent with perfect propriety to a boat that was in proximity, could it not?

Mr. BRIDE. No, sir; I do not think it could have been, under the circumstances.

Senator SMITH. Do you mean to say that the regulations under which you operate are such that in a situation of this character you have such discretionary power that you may dismiss an inquiry of that character——

Mr. BRIDE. You use your common sense.

Senator SMITH (continuing). Without further word?

Mr. BRIDE. You use your common sense, and the man on the *Frankfurt* apparently was not using his at the time.

Senator SMITH. I know, but the theory upon which you were angered was that the *Frankfurt* was closer to you than any other ship?

Mr. BRIDE. The *Frankfurt* was the first one. We had not got the position. We could not say he was nearer. The signals were stronger.

Senator SMITH. Now, Mr. Bride, I would like to ask you whether your dismissing the somewhat tardy inquiry of the *Frankfurt* was due to the fact that you were in constant communication with the *Carpathia*; understand me?

Mr. BRIDE. Well, it appeared to Mr. Phillips and me, sir, that the *Carpathia* was the only thing we could hope for at the time we told the *Frankfurt* to keep out of it.

Senator SMITH. In other words, you held on to a certainty rather than an uncertainty?

Mr. BRIDE. Yes, sir.

Senator SMITH. The results of your communications with the *Carpathia* were such as led you to believe that the operator on the *Carpathia* and the officers of that ship understood fully your position and the danger you were in?

Mr. BRIDE. Yes, sir.

Senator SMITH. And were coming toward you at full speed?

Mr. BRIDE. Yes, sir.

Senator SMITH. In that situation, if the *Frankfurt* had been 20 miles nearer the *Titanic* than the *Carpathia*, would you still have thought, from what you knew of the ship's condition, that it was wise to confine your communications to the *Carpathia*?

Mr. BRIDE. Had we known the *Frankfurt's* position, having already got the *Carpathia's* position, we should have used our judgment, and had the *Frankfurt* been any reasonable distance nearer we should

have informed the *Frankfurt* of the whole business and repeated each word we sent to him about a dozen times, to make sure he got it.

Senator SMITH. Her position, however, was an object of some speculation?

Mr. BRIDE. Yes, sir.

Senator SMITH. And your only reason for thinking the *Frankfurt* was nearer, if I understood you, was because of the strength of this wireless current?

Mr. BRIDE. Yes, sir.

Senator SMITH. And the fact that it first responded?

Mr. BRIDE. No, sir.

Senator SMITH. The strength of the current?

Mr. BRIDE. Yes, sir.

Senator SMITH. I want you to tell, in order that this record may contain it, just how you distinguish between the velocities of currents in wireless telegraphy, the strength of the signals.

Mr. BRIDE. When a ship is working wireless, there is no trouble whatever in reading her signals. You can read the signals through the telephone. When you have one telephone off, you can read them through one telephone. When a ship gets 100 miles off, you have to have both telephones on and devote your attention to it; and as the ship gets farther and farther away the difficulty in reading the signals increases and the strength of the signals decreases.

Senator SMITH. Decreases?

Mr. BRIDE. Yes, sir.

Senator SMITH. That would depend somewhat upon the equipment or apparatus——

Mr. BRIDE. Certainly.

Senator SMITH. With which the *Frankfurt* was equipped?

Mr. BRIDE. Certainly.

Senator SMITH. Do you know anything about the character of the wireless apparatus on the *Frankfurt*?

Mr. BRIDE. No, sir.

Senator SMITH. Do you know what company installed that service?

Mr. BRIDE. No, sir.

Senator SMITH. You do not know whether it was the Marconi Co. or not?

Mr. BRIDE. No, sir.

Senator SMITH. Mr. Marconi, do you know how the *Frankfurt* is equipped?

Mr. MARCONI. The *Frankfurt* is, I believe, a ship belonging to the North German Lloyd. She is equipped by a German company, called the Debed Co. It means a lot of things in German, each letter, which I will not go into, of which I am a director.

Senator SMITH. You are a director in the German company?

Mr. MARCONI. Yes.

Senator SMITH. And you are familiar with the wireless equipment or apparatus?

Mr. MARCONI. I am not familiar with the wireless equipment of that particular ship.

Senator SMITH. So that you would be unable to make a comparative statement—to make a comparison between the equipment or apparatus on the *Carpathia* and the apparatus on the *Frankfurt*?

Mr. MARCONI. I would be unable, sir, to do it.

Senator SMITH. Would the fact that the *Frankfurt* is equipped with an apparatus of German type in any way lessen their interest in calls made through the Marconi machine or apparatus?

Mr. MARCONI. No; because it is a Marconi apparatus. It is made in Germany, but it is made under my patents under an arrangement which we have with German interests.

Senator SMITH. Let me ask you: Are the regulations of Germany, with reference to the operation and use of wireless telegraphy, in perfect harmony with the Berlin convention?

Mr. MARCONI. Absolutely. They were enacted at Berlin and most of them were inspired by the German Government.

Senator SMITH. Are these calls that are recognized prescribed in the Berlin convention?

Mr. MARCONI. The call of the Berlin convention, which has only been recently introduced, is this S. O. S. call, but the Marconi companies have used and use the C. Q. D. call. The *Frankfurt*, which was equipped with wireless, belonged to one of what I may call the Marconi companies, because I would not be a director of the company if it was not associated with us.

Senator SMITH. Would you think that any confusion would arise, growing out of this international arrangement of signal, with the Marconi signal?

Mr. MARCONI. No; I should state that the international signal is really less known than the Marconi Co.'s signal.

Senator SMITH. So that the C. Q. D. call must have been understood in its full significance by the *Frankfurt* operator?

Mr. MARCONI. I have got absolutely no doubt as to that.

Senator SMITH. And under the regulations would that be sufficient?

Mr. MARCONI. That would be sufficient.

Senator SMITH. To bring relief?

Mr. MARCONI. Yes.

Senator SMITH. I want to know this, before I get away from it. I want to know whether the communications between the *Titanic* and the *Carpathia* were not also within the radius of the *Frankfurt*? I would like to know whether these communications could have been picked up by the *Frankfurt*?

Mr. BRIDE. Certainly they could have been.

Senator SMITH. Had the operator on the *Frankfurt* shown vigilance.

Mr. BRIDE. Certainly. He ought have heard every word that passed between us.

Senator SMITH. When you told him to keep out you were guarding against that thing?

Mr. BRIDE. We were guarding against his interfering with other communications which we might establish, and we had already established.

Senator SMITH. How could it interfere with you?

Mr. BRIDE. Because you can not read two ships at once.

Senator SMITH. Have you any reason to believe that the signals given by the *Titanic* to the *Carpathia*, and the replies of the *Carpathia* or the *Olympic*, were received by the *Frankfurt*?

Mr. BRIDE. No, sir.

Senator SMITH. You have no reason to assume that that was the case?

Mr. BRIDE. I could not tell. If he was listening he would hear them. If he was not listening he could not hear them.

Senator SMITH. No messages came, involved or otherwise, that would indicate that the *Frankfurt* had gotten any other information than the information you first gave her?

Mr. BRIDE. No, sir.

Senator SMITH. In order that the record may contain the answer, I would like to know whether it would have taken any longer or any more effort for you to have sent the same message to the *Frankfurt* that was sent to the *Carpathia*, when you realized that you were in imminent danger? Is there any code signal for “fool”?

Mr. BRIDE. No, sir.

Senator SMITH. It would have taken no more time to apprise the *Frankfurt* of your perilous condition, growing more so all the time since the C. Q. D. call?

Mr. BRIDE. He did not acknowledge the receipt of that when we told him he was a fool and told him to keep out.

Senator SMITH. As a matter of fact it would not have taken any more time to say “we are sinking” than it would have taken to have told him “you are a fool”?

Mr. BRIDE. I assume Mr. Phillips thought that if he did not get our first C. Q. D., which was sent slowly and carefully by Mr. Phillips, he would not get anything else.

Senator SMITH. Do you think he understood your message that he was a fool?

Mr. BRIDE. I doubt it. I think it was sent too fast for him.

Senator SMITH. I gather from what you say that you have not much confidence in the ability of the operator on the *Frankfurt*?

Mr. BRIDE. There ought to have been no question raised, sir, as to what he should have done as to our C. Q. D. call.

Senator SMITH. Mr. Bride, you remained with Mr. Phillips at the apparatus how long?

Mr. BRIDE. All the time.

Senator SMITH. After the boilers were submerged, after the customary power had been submerged, did you have a reserve power on the *Titanic*?

Mr. BRIDE. The customary power was not submerged.

Senator SMITH. Not submerged?

Mr. BRIDE. No, sir; not submerged.

Senator SMITH. At no time?

Mr. BRIDE. Not to my knowledge.

Senator SMITH. Was there a reserve power there?

Mr. BRIDE. There was a reserve power on the top deck?

Senator SMITH. But you had no occasion to use it?

Mr. BRIDE. The motor and alternator that was working our wireless set were running when we left the cabin, 10 minutes before the ship went down.

Senator SMITH. Did you continue to send messages, or Mr. Phillips, up to the time you left the cabin?

Mr. BRIDE. When we had finished with the *Frankfurt*, and we had thoroughly informed the *Carpathia* of our position, Mr. Phillips again went out to look and see how things were going outside. I tried to establish a communication with the *Baltic*, and it was not very satisfactory, and I judged myself, from the strength of her signals, that



she was too far away to do any good and it was not worth taking any trouble, and I told her we were sinking fast and there was no hope of saving the ship.

Senator SMITH. Told who?

Mr. BRIDE. The *Baltic*.

Senator SMITH. Did Mr. Phillips return from the deck?

Mr. BRIDE. Yes, sir.

Senator SMITH. To the room?

Mr. BRIDE. Yes, sir.

Senator SMITH. What did he say to you then?

Mr. BRIDE. He told us he thought it was time we put on our life belts.

Senator SMITH. Did you act upon his suggestion?

Mr. BRIDE. Yes, sir.

Senator SMITH. And both of you put on life belts?

Mr. BRIDE. Yes, sir.

Senator SMITH. At that time had all the lifeboats been lowered?

Mr. BRIDE. I could not say, sir.

Senator SMITH. You paid no attention to the lifeboats?

Mr. BRIDE. Mr. Phillips told me that things looked very queer outside. Beyond that I knew nothing.

Senator SMITH. How did you interpret the word “queer”?

Mr. BRIDE. The sooner we were out of it the better.

Senator SMITH. What did you do then, Mr. Bride?

Mr. BRIDE. Mr. Phillips sat down again at the telephones and gave a general call of C. Q. D., but I think that our lamps were running down; we did not get a spark. We could not tell, because the spark of our wireless was in an inclosed room. We could not hear at any time whether it was sparking.

Senator SMITH. When Mr. Phillips sat down to the instrument did he have a life preserver on, and did you put one on?

Mr. BRIDE. Yes, sir.

Senator SMITH. And did you put one on?

Mr. BRIDE. Yes, sir.

Senator SMITH. Immediately?

Mr. BRIDE. Yes, sir.

Senator SMITH. But after he had put the life preserver on he tried and succeeded, as I understand you, in sending a last message, and that message was C. Q. D.; and anything else?

Mr. BRIDE. General C. Q. D., M. G. Y.; waiting for some one to answer.

Senator SMITH. What did you do then, Mr. Bride?

Mr. BRIDE. On Mr. Phillips's request I started to gather up his spare money and put on another coat, and made general preparations for leaving the ship.

Senator SMITH. How did you expect to leave the ship?

Mr. BRIDE. We had to wait until the captain told us, first.

Senator SMITH. You had to wait until the captain told you?

Mr. BRIDE. Yes, sir. He came along in a very short period afterwards and told us we had better look out for ourselves.

Senator SMITH. You waited until the captain told you that you could leave the ship?

Mr. BRIDE. Yes, sir.

Senator SMITH. How long was that before the ship disappeared?



Mr. BRIDE. I should say it was just about a quarter of an hour.

Senator SMITH. About 15 minutes?

Mr. BRIDE. About 15 minutes.

Senator SMITH. And the captain said you had better take care of yourselves?

Mr. BRIDE. Yes, sir.

Senator SMITH. Did he indicate what he was going to do?

Mr. BRIDE. No, sir.

Senator SMITH. Where was he when he said this?

Mr. BRIDE. He came around to the cabin to tell us.

Senator SMITH. He came around to the cabin?

Mr. BRIDE. Yes, sir.

Senator SMITH. Was there anyone else on the deck?

Mr. BRIDE. Oh, there were other people on the deck.

Senator SMITH. With you?

Mr. BRIDE. Yes; they were running around all over the place.

Senator SMITH. How running around?

Mr. BRIDE. Several people looking for life belts and looking for refreshments.

Senator SMITH. I want to locate exactly the position of this operating room of yours with reference to the boat deck or upper deck. Is it at the rear of the A or B deck?

Mr. BRIDE. I believe on the *Titanic*, sir, the boat deck was called A deck. There was no deck above that, with the exception of a little deck which covered the roofs of the houses that were on A deck.

Senator SMITH. These people that you say were running around were running around these decks, all of them?

Mr. BRIDE. The officers' quarters were situated together with the Marconi cabin, the officers' rooms, and other places, and the people were running around through these cabins. We had a woman in our cabin who had fainted.

Senator SMITH. A woman in your cabin who had fainted?

Mr. BRIDE. And we were giving her a glass of water there and a chair. We set her down on a chair, which she wanted badly, and then her husband took her away again.

Senator SMITH. You gave her a glass of water and revived her, and her husband took her away? :

Mr. BRIDE. Yes, sir.

Senator SMITH. Did they have on life preservers?

Mr. BRIDE. Yes, sir.

Senator SMITH. But some of these passengers or persons were without life belts at that time, and were looking for them?

Mr. BRIDE. Yes, sir.

Senator SMITH. You and your assistant had on life belts, and after this final message, C Q D and M G Y, that was the last you saw of the wireless apparatus?

Mr. BRIDE. Yes, sir.

Senator SMITH. Did you see any lifeboats after that?

Mr. BRIDE. No, sir.

Senator SMITH. Do you know whether there was any on the ship at that time?

Mr. BRIDE. There were no big lifeboats on the ship at that time. There was a collapsible boat on the top deck at the side of the forward funnel.

Senator SMITH. You mean over the officers' quarters?

Mr. BRIDE. Over the officers' cabin, sir.

Senator SMITH. Do you know what was done with that?

Mr. BRIDE. Yes, sir.

Senator SMITH. What was done with it?

Mr. BRIDE. It was pushed over on to the boat deck.

Senator SMITH. What was done then with it?

Mr. BRIDE. Went over the side.

Senator SMITH. You never saw it?

Mr. BRIDE. Yes; I went over with it.

Mr. BURLINGHAM. He says it went over the side.

Senator SMITH. I understand what the second officer said about it. I want to know whether you saw it again?

Mr. BRIDE. Yes, sir; it went over the side of the ship. It was washed off by a wave.

Senator SMITH. It was washed over the side of the ship by a wave?

Mr. BRIDE. Yes, sir.

Senator SMITH. And fell into the water?

Mr. BRIDE. Yes, sir.

Senator SMITH. Bottom side upward?

Mr. BRIDE. Yes, sir.

Senator SMITH. And how far were you from the water when you saw this boat fall?

Mr. BRIDE. I was in the boat.

Senator SMITH. You were in the boat?

Mr. BRIDE. Yes, sir.

Senator SMITH. It fell, the bottom side upward?

Mr. BRIDE. Yes, sir.

Senator SMITH. What became of you?

Mr. BRIDE. I was inside the boat.

Senator SMITH. You were under the boat?

Mr. BRIDE. Yes.

Senator SMITH. How long did you remain in the boat?

Mr. BRIDE. I could not tell you.

Senator SMITH. About how long?

Mr. BRIDE. It seemed a lifetime to me, really.

Senator SMITH. I understand, but I would like to know, if possible, if at any time you got on top of the boat?

Mr. BRIDE. I got on top of the boat eventually.

Senator SMITH. Eventually?

Mr. BRIDE. Yes, sir.

Senator SMITH. Before anyone else got on top of it?

Mr. BRIDE. No, sir.

Senator SMITH. Who was on top of the boat when you got on?

Mr. BRIDE. There was a big crowd on top when I got on. I had to get away from under the bottom.

Senator SMITH. You remained under the boat how long?

Mr. BRIDE. I should say about three-quarters of an hour, or a half.

Senator SMITH. Was there breathing space under the boat when it was turned over in that way?

Mr. BRIDE. Yes, sir.

Senator SMITH. So that you got away from it as quickly as you could?

Mr. BRIDE. Yes, sir.

Senator SMITH. You got out free from it, or did you cling to it, pulling yourself up to the side?

Mr. BRIDE. I freed myself from it and cleared out of it.

Senator SMITH. How did you get back to it, then?

Mr. BRIDE. Swam back, eventually.

Senator SMITH. Which side of the boat was that on, port or starboard?

Mr. BRIDE. On the port side of the *Titanic*?

Senator SMITH. Did you hear the second officer yesterday say that that boat came around from the starboard to the port side?

Mr. BRIDE. I was not here yesterday.

Senator SMITH. You can not say as to that?

Mr. BRIDE. It went straight over the port side, sir.

Senator SMITH. It went straight over the port side?

Mr. BRIDE. It was on the port side of the forward funnel. We pushed it on the port side of the boat deck, and it went over the port side of the *Titanic*.

Senator SMITH. Did it at any time get on the starboard side?

Mr. BRIDE. Not to my knowledge.

Senator SMITH. You say there were a number of people on the boat, on the bottom of the boat that was bottom-up when you got there?

Mr. BRIDE. Yes.

Senator SMITH. Do you know any of them?

Mr. BRIDE. I heard afterwards that the senior operator was on board.

Senator SMITH. Mr. Phillips?

Mr. BRIDE. Mr. Phillips.

Senator SMITH. Was on the boat?

Mr. BRIDE. Yes; I heard so afterwards.

Senator SMITH. He did not survive, however?

Mr. BRIDE. He did not survive.

Senator SMITH. Do you know whether he died going from the *Titanic* to the *Carpathia*?

Mr. BRIDE. He died on the way; yes. He died on board the upturned boat.

Senator SMITH. What became of his body?

Mr. BRIDE. As far as I know, it was taken on board the *Carpathia* and buried from the *Carpathia*.

Senator SMITH. Buried at sea?

Mr. BRIDE. Buried from the *Carpathia*.

Senator SMITH. Did any one else die on that boat between the wreck and the *Carpathia*?

Mr. BRIDE. There was a man lying aft that they said was dead when they took him onto the ship's boat.

Senator SMITH. What did they do with his body?

Mr. BRIDE. He was taken on board the *Carpathia*, as far as I know.

Senator SMITH. They took his body to the *Carpathia*?

Mr. BRIDE. Yes.

Senator SMITH. How many people were on that boat?

Mr. BRIDE. It was estimated between 30 and 40.

Senator SMITH. Were there any women on the boat?

Mr. BRIDE. No, sir.

Senator SMITH. How many people were in the boat or on the boat when it fell from the upper deck on to the lower deck?

Mr. BRIDE. There was not anybody in it. It was pushed over intentionally.

Senator SMITH. Was it fastened to the boat davits?

Mr. BRIDE. No, sir; it was resting on a proper bed there for it.

Senator SMITH. How did you get in it?

Mr. BRIDE. When it was pushed over on to the A deck, we all scrambled down on to A deck again.

Senator SMITH. You all scrambled in?

Mr. BRIDE. We did not scramble in. We scrambled down on to A deck and were going to launch it properly.

Senator SMITH. Then what happened?

Mr. BRIDE. It was washed overboard before we had time to launch it.

Senator SMITH. The boat was washed over?

Mr. BRIDE. Yes, sir.

Senator SMITH. You then went down with it?

Mr. BRIDE. I happened to be nearest it and I grabbed it.

Senator SMITH. You grabbed it and went down with it?

Mr. BRIDE. Yes, sir.

Senator SMITH. Did anyone else grab it?

Mr. BRIDE. No, sir.

Senator SMITH. You went down with it alone?

Mr. BRIDE. Yes, sir.

Senator SMITH. It fell in such shape that you were under it?

Mr. BRIDE. Yes, sir.

Senator SMITH. You say there were no women on that boat?

Mr. BRIDE. No, sir.

Senator SMITH. When it reached the *Carpathia* or at any other time?

Mr. BRIDE. No, sir.

Senator SMITH. And there were about 35 or 40 people all together?

Mr. BRIDE. Yes, sir.

Senator SMITH. Do you know any of the people that were on that boat besides Mr. Phillips and yourself?

Mr. BRIDE. There was an officer, I believe, on the boat.

Senator SMITH. An officer?

Mr. BRIDE. And there was a passenger; I could not see whether he was first, second, or third.

Senator SMITH. What kind of a looking man?

Mr. BRIDE. I could not say, sir.

Senator SMITH. Have you learned who it was?

Mr. BRIDE. No, sir; I heard him say at the time he was a passenger.

Senator SMITH. Was it Col. Gracie?

Mr. BRIDE. I could not say. He merely said he was a passenger.

Senator SMITH. Where did he get on?

Mr. BRIDE. I could not say. I was the last man they invited on board.

Senator SMITH. Were there others struggling to get on?

Mr. BRIDE. Yes, sir.

Senator SMITH. How many?

Mr. BRIDE. Dozens.

Senator SMITH. Dozens. In the water?

Mr. BRIDE. Yes, sir.

Senator SMITH. With life preservers on?

Mr. BRIDE. Yes, sir.

Senator SMITH. Was this one man the only passenger?

Mr. BRIDE. I could not say.

Senator SMITH. Did anyone say to you that anyone else was a passenger?

Mr. BRIDE. No, sir; we did not have much to say to each other.

Senator SMITH. You did not talk to one another?

Mr. BRIDE. No, sir.

Senator SMITH. Do you know whether the other occupants of that boat were officers or seamen or stewards or employees?

Mr. BRIDE. I should judge they were all employees. They were all part of the boat's crews.

Senator SMITH. They were all in the water?

Mr. BRIDE. They had all been in the water some time or other.

Senator SMITH. They had been in the water at some time when they got onto the upturned boat?

Mr. BRIDE. Yes.

Senator SMITH. Did you see Mr. Ismay at any time that night?

Mr. BRIDE. No, sir.

Senator SMITH. When did you last see the captain? When he told you to take care of yourself?

Mr. BRIDE. The last I saw of the captain he went overboard from the bridge, sir.

Senator SMITH. Did you see the *Titanic* sink?

Mr. BRIDE. Yes, sir.

Senator SMITH. And the captain was at that time on the bridge?

Mr. BRIDE. No, sir.

Senator SMITH. What do you mean by overboard?

Mr. BRIDE. He jumped overboard from the bridge. He jumped overboard from the bridge when we were launching the collapsible lifeboat.

Senator SMITH. I should judge from what you have said that this was about three or four minutes before the boat sank.

Mr. BRIDE. Yes. It would be just about five minutes before the boat sank.

Senator SMITH. About five minutes?

Mr. BRIDE. Yes.

Senator SMITH. Do you know whether the captain had a life belt on?

Mr. BRIDE. He had not when I last saw him.

Senator SMITH. He had not?

Mr. BRIDE. No, sir.

Senator SMITH. Did the bridge go under water at about the same time?

Mr. BRIDE. Yes, sir. The whole of the ship was practically under water to the forward funnel, and when I saw her go down the stern came out of the water and she slid down fore and aft.

Senator SMITH. The captain at no time went over until the vessel sank?

Mr. BRIDE. No, sir.

Senator SMITH. He went with the vessel?

Mr. BRIDE. Practically speaking; yes, sir.

Senator SMITH. I would like to ask you, before I forget it, whether as this vessel went down there was much suction there?

Mr. BRIDE. No, sir.

Senator SMITH. There was not?

Mr. BRIDE. No, sir.

Senator SMITH. The fact that so few of the passengers and crew were picked up by the *Carpathia* with life preservers on would seem to indicate that they were sucked under these waves or this water as the ship disappeared. What is your judgment about that?

Mr. BRIDE. I estimate I was within 150 feet of the *Titanic*; I was swimming when she went down, and I felt practically no suction at all.

Senator SMITH. Mr. Bride, I appreciate the fact that you are not well. I want to thank you very much for your uncomplaining, kindly attitude. I will not press you any further to-day, but I wish you would hold yourself subject to the call of the committee and be ready to respond if we should want you again.

May I have this understanding, Mr. Marconi?

Mr. MARCONI. All right.

Senator SMITH. We will take a recess until 3 o'clock.

At 1.45 o'clock p.m. the committee took a recess until 3 o'clock p.m.

#### AFTERNOON SESSION.

At the expiration of the recess the hearing was resumed.

Senator SMITH. Is Mr. Bride, the wireless operator of the *Titanic*, present?

Mr. MARCONI. No, sir.

Senator SMITH. Where has he gone?

Mr. MARCONI. He has gone to some house uptown, where he is going to be looked after, sir.

Senator SMITH. Has he gone to some hospital?

Mr. SAMMIS. No, Senator. He has gone to the house of some relative of his. I heard you tell him that you were not going to question him any more to-day, so I sent him along.

Senator SMITH. I should like to ask him a few additional questions this afternoon, but it will be impossible if he is not here.

Mr. SAMMIS. I am sorry, Senator. We understood, from what you said, that you had finished with him for to-day.

Senator SMITH. In view of his physical condition, I think his further examination may be postponed.

Mr. SAMMIS. You remember saying, Senator, that you would not question him any more to-day?

Senator SMITH. Yes; I do not hold you responsible at all for his not coming here now.

Mr. MARCONI. We thought you had finished with him for to-day.

Senator SMITH. That is all right. There is no responsibility on you at all. I merely thought that if he was here I should like to ask him a question. The other operator is here?

Mr. SAMMIS. Yes, sir; and he will remain here if you wish him.

Senator SMITH. Is the second officer of the *Titanic* here?

Mr. BURLINGHAM. He is not in the room, Senator. He is out around the hotel, somewhere, sir. You mean Mr. Lightoller?

Senator SMITH. Yes.

Mr. BURLINGHAM. Mr. Lightoller has gone out, we find, but he will be back soon.

Senator SMITH. I wanted to ask Mr. Lightoller if the ship's log was saved.

Mr. BURLINGHAM. Any of the other officers can tell you just as well about that. Mr. Pitman is here, for instance.

Senator SMITH. Very well.

Mr. Pitman, I will swear you as a witness, for a moment, just for the sake of completing our record.

### TESTIMONY OF HERBERT JOHN PITMAN.

Mr. Pitman was sworn by the chairman.

Senator SMITH. State your full name, please.

Mr. PITMAN. Herbert John Pitman.

Senator SMITH. Where do you reside?

Mr. PITMAN. England.

Senator SMITH. At what place?

Mr. PITMAN. Somerset.

Senator SMITH. Somerset, England?

Mr. PITMAN. Yes, sir.

Senator SMITH. How old are you?

Mr. PITMAN. Thirty-four.

Senator SMITH. What is your business?

Mr. PITMAN. Mariner.

Senator SMITH. How long have you been employed as a mariner?

Mr. PITMAN. Sixteen years.

Senator SMITH. In what capacities?

Mr. PITMAN. From apprentice to an officer.

Senator SMITH. I would like to know whether you are sufficiently advised, of your own knowledge, to say whether the ship's log was preserved or taken from the *Titanic*?

Mr. PITMAN. Not to my knowledge; I did not go into the chart room, so I do not know.

Senator SMITH. Do you know whether Mr. Lightoller, the second officer, Mr. Boxhall, the fourth officer, or Mr. Lowe, the fifth officer, took possession of the ship's log?

Mr. PITMAN. I can not say, sir.

Senator SMITH. I will make a brief announcement for the official reporter and for the press: That, after conference with my colleagues of the committee, we have concluded to subpoena Mr. J. Bruce Ismay, Mr. P. A. S. Franklin, Mr. Harold Bride, Mr. H. T. Cottam, Mr. C. L. Lightoller, second officer; Mr. H. J. Pitman, third officer; Mr. J. G. Boxhall, fourth officer; Mr. H. G. Lowe, fifth officer; and others: they being the only surviving officers of the *Titanic*; also others of the crew.

We have also subpoenaed W. Perkins, E. Archer, W. H. Taylor, W. Brice, E. Bully, S. Heming, F. O. Evans, T. Jones, Frank Osman, G. Moore, A. Cunningham, A. Oliver, F. Fleet, G. A. Hogg, A. Crawford, W. Burke, E. W. Lelton, F. Clench, Fred W. Ray, G. Crow, C. Andrews, J. Widgery, H. Etches, G. W. Rowe, John Collins, A. J. Bright, G. Symons, J. Hardy, and Albert Haines, of the ship's crew.



All of these witnesses have been summoned to appear in Washington on Monday morning at 10 o'clock, and at that time this investigation will be resumed and no further testimony will be taken at this hearing.

I have been asked to make a public statement. Before doing so I request that no representative of the press or other person shall ask any question of me before beginning or during my statement or after I have finished. What I say I desire reported accurately, and I wish the public to know that this statement is the only official utterance I shall make before resuming our inquiry at Washington:

The object of this committee in coming to New York coincident with the arrival of the *Carpathia* was prompted by the desire to avail ourselves of first-hand information from the active participants in this sad affair. Our course has been guided solely by this purpose—to obtain accurate information without delay.

Information had been received that some of the officers of the *Titanic*, and the managing director of the White Star Line, who are British subjects, residing in England, desired and intended to return to their homes immediately upon arrival at this port. We concluded that it would be most unfortunate if we were deprived of their testimony for any indefinite period, and felt that their removal beyond the jurisdiction of our authority might complicate, and possibly defeat, our purpose.

We went directly to the *Carpathia* upon her arrival, were received courteously by the captain and officers of the ship, and were accorded a prompt interview with the managing director and vice president of the White Star Line.

We requested the attendance of these officers, the other surviving officers, and that the crew might be held subject to our orders. We satisfied ourselves that the promises of Mr. Ismay and Mr. Franklin could be relied upon, felt assured of their presence at the hearing Friday morning, and did not feel called upon to use more drastic means to accomplish that result.

Mr. Ismay intended to return to England forthwith, but at our request has remained here, as have the other officers and members of the crew.

It was found necessary to take the testimony of Capt. Rostron, of the *Carpathia*, immediately, in order that he might not be further inconvenienced in his departure with his ship, destined for the Mediterranean, after his most creditable conduct in a most trying emergency, worthy of the highest praise. We felt that it would not be an evidence of our appreciation of his gallantry, thoughtfulness, and efficiency to detain him and his ship and passengers longer after he had brought the survivors of the *Titanic* voluntarily to this port.

The survivors of the *Titanic* and their friends throughout the world are under a debt of gratitude to Capt. Rostron which can never be repaid. His promptness in responding to the call of distress resulted in a large saving of life which, but for him, would have been impossible; and, voicing the sentiments of my countrymen, I thank him in their name and in the name of the Government of the United States for his unselfish and noble contribution to the cause of humanity.

We examined the second officer of the *Titanic*, Mr. Lightoller, because he was in command during the hours immediately preceding the collision, and we thought it wise to take his testimony immediately.

Mr. Bride, the wireless telegrapher on the *Titanic*, who survives, had been injured and was unable to be conveniently moved from New York, and, as the testimony of the wireless operator of the *Carpathia* was so intimately related to the testimony of the surviving operator of the *Titanic*, we concluded to take the testimony of both forthwith; and in order that we might, beyond peradventure, have the statement of Mr. Ismay officially upon our records, we decided to take his testimony immediately.

At the completion of the examination all the witnesses were notified of the fact that we had not finished with them, and were requested to remain subject to the orders of the committee.

After conference with my associates, we concluded to exercise our authority and formally subpoena all of the surviving officers of the *Titanic*, including those just mentioned and others not sworn, together with about 30 members of the ship's crew. This has been done, and further testimony for the present will be taken at Washington, where all the members of the subcommittee can be present.

In summoning the surviving passengers, many of whom were weak and greatly distressed, some quite ill and others injured, we have thought it wise to proceed with care and consideration for their physical and mental condition. Many of them have already been subpoenaed, but returns have not yet been made, and I am unable to give the names of those subpoenaed to the press to-day.

In closing this statement I desire to acknowledge our debt of gratitude to the representatives of the press for their marked consideration and courtesy in this most trying situation, and wish to assure them that everything that has transpired of public interest has been entirely in their presence, and that this course will be pursued, so far as I am concerned, in the future hearings before the committee.

Whereupon, at 3.30 o'clock p. m., the subcommittee adjourned, to meet in Washington at 10.30 o'clock a. m., Monday, April 22, 1912.

# **"TITANIC" DISASTER**

---

V K 12 55  
.T 5

## **HEARING**

**BEFORE A**

## **SUBCOMMITTEE OF THE COMMITTEE ON COMMERCE UNITED STATES SENATE**

**SIXTY-SECOND CONGRESS**

**SECOND SESSION**

**PURSUANT TO**

### **S. RES. 283**

**DIRECTING THE COMMITTEE ON COMMERCE TO INVESTIGATE THE CAUSES LEADING TO THE WRECK OF THE WHITE STAR LINER "TITANIC"**

---

### **PART III**

---

**Printed for the use of the Committee on Commerce**

---

**SUBCOMMITTEE OF THE COMMITTEE ON COMMERCE.**

**UNITED STATES SENATE.**

**WILLIAM ALDEN SMITH, Michigan, *Chairman.***

**GEORGE C. PERKINS, California.**

**F. M. SIMMONS, North Carolina.**

**JONATHAN BOURNE, JR., Oregon.**

**FRANCIS G. NEWLANDS, Nevada.**

**THEODORE E. BURTON, Ohio.**

**DUNCAN U. FLETCHER, Florida.**

**W. M. MCKINSTRY, *Clerk.***

LIST OF WITNESSES.

	Page.
Franklin, Phillip A. S.....	169
Boxhall, Joseph G.....	209



## **“TITANIC” DISASTER.**

---

**MONDAY, APRIL 22, 1912.**

**SUBCOMMITTEE OF THE COMMITTEE ON  
COMMERCE, UNITED STATES SENATE,  
Washington, D. C.**

The subcommittee met at 10.30 o'clock a. m., pursuant to adjournment.

**Present:** Senators William Alden Smith (chairman), Perkins, Burton, Bourne, Simmons, Newlands, and Fletcher.

**Senator SMITH.** For my associates and myself I desire to make an announcement.

The inquiry we are making is in obedience to a direction by the Senate, and is for the purpose of ascertaining certain important facts connected with the unfortunate loss of the *Titanic*. We are not at all concerned about the convenience of visitors upon the hearing. We are concerned primarily in obtaining the truth, and I desire each person here to understand that they are here solely by the courtesy of the committee; that the inquiry is not for their entertainment, and that any expressions of any kind or character will not be permitted.

Any violation of this injunction will force the committee to conduct its inquiries in such a manner as to avoid such a situation.

In view of the importance of the investigation, I bespeak for the witnesses that courtesy and kindness that is their proper due.

As to whether these hearings can be conducted in this general, open session, we are not fully determined; but having no disposition to carry them on secretly, with the desire that each step shall be known by the public, this course has been adopted this morning, as it was pursued in New York.

### **TESTIMONY OF MR. P. A. S. FRANKLIN.**

Mr. Franklin was sworn by the chairman.

**Senator SMITH.** What is your full name?

**Mr. FRANKLIN.** Phillip A. S. Franklin.

**Senator SMITH.** And where do you reside?

**Mr. FRANKLIN.** I reside in New York.

**Senator SMITH.** What is your business?

**Mr. FRANKLIN.** I am the vice president in the United States of the International Mercantile Marine Co.

**Senator SMITH.** How old are you?

**Mr. FRANKLIN.** Forty-one years of age.

**Senator SMITH.** What composes the International Mercantile Marine Co.?

**Mr. FRANKLIN.** In a general way, the International Mercantile Marine Co., through its various ramifications, owns the White Star



Line, the American Line, the Red Star Line, the Atlantic Transport Line, and the National Line, and the majority of the stock of the Leyland Line.

Senator SMITH. What is the capitalization of your company?

Mr. FRANKLIN. The capitalization, in round numbers, is \$100,000,000 between the preferred and common shares; \$52,000,000 of 4½ per cent bonds; about \$19,000,000 of 5 per cent bonds, and some underlying bonds, amounting to about \$7,000,000.

Senator SMITH. What is the business of the company?

Mr. FRANKLIN. The business of the company is that they own steamers which are operating in various trans-Atlantic and trans-oceanic trades, carrying freight and passengers.

Senator SMITH. Does the International Mercantile Marine own the White Star Line or control it?

Mr. FRANKLIN. The International Mercantile Marine Co. owns or controls the International Navigation Co. (Ltd.) of England, which company owns the shares of the Oceanic Steam Navigation Co., which company owns the White Star steamers.

Senator SMITH. How many ships are there in the White Star Line, so-called?

Mr. FRANKLIN. I could not tell you that, but I have a record here that could give you the information. We will produce an annual report which will show that. We can come back to that, Senator. It will have to be worked out of our report.

Senator SMITH. I will pass, for the moment, that inquiry, and ask if you can give us a detailed statement of the owners, officers, and directors of these various companies composing the International Mercantile Marine Co.?

Mr. FRANKLIN. I could not do that in detail without looking it up for you, because a great many of these companies are located abroad; but I can give you the directors of the International Mercantile Marine Co.

Senator SMITH. Can you do so now?

Mr. FRANKLIN. Yes, sir.

These are the directors: C. A. Griscom, E. C. Grenfell, John I. Waterbury, the Right Honorable Lord Pirrie, George W. Perkins, Charles Steel, J. Bruce Ismay, Percy Chubb, E. J. Berwind, Harold A. Sanderson, P. A. B. Widener, Charles F. Torrey, J. P. Morgan, jr.

Senator SMITH. Who are the officers of that company?

Mr. FRANKLIN. The officers are: President, J. Bruce Ismay; vice presidents, E. C. Grenfell, Harold A. Sanderson, and P. A. S. Franklin.

Senator SMITH. Where do the officers of the company reside?

Mr. FRANKLIN. Mr. Ismay, the president, resides in Liverpool; Mr. Grenfell resides in London; Mr. Sanderson resides in Liverpool; Mr. Franklin resides in New York.

Senator SMITH. Do you hold any position in the International Mercantile Marine Co.?

Mr. FRANKLIN. I hold the position of vice president, in America, of the International Mercantile Marine Co.

Senator SMITH. And, as such officer, have you jurisdiction over the affairs of that company in America?

Mr. FRANKLIN. Yes, sir.

Senator SMITH. Does any other person share this responsibility with you here?

Mr. FRANKLIN. Not directly. Of course, we have certain members of the board of directors here, who have meetings here, and we have a finance committee who meet here, but as far as the management of the company in its business is concerned I have nobody except the various assistants that we have all the way through.

Senator SMITH. Subordinate to you?

Mr. FRANKLIN. Subordinate to me.

Senator SMITH. Will you state to the committee what jurisdiction and authority you have, if any, over the movement and direction of the ships of your company?

Mr. FRANKLIN. We have no authority or jurisdiction over the movement or direction of the ships of our company after they have left the dock of any port in the United States or Canada.

If we should at any time have any instructions regarding the actual policy of the ship, we would receive those from the home office in England, and that would be given to the commander of the steamer in the dock here.

We have nothing to do with the ships in the way of giving the commander instructions regarding the navigation, or anything of that kind, of the ship, except what is passed to us by the owners of the ships. We are simply agents.

Senator SMITH. How long have you been an officer of this company?

Mr. FRANKLIN. Since 1892, I think it is.

Senator SMITH. Have you ever filled any other position than the one you now occupy with your company?

Mr. FRANKLIN. When the company was first formed, I was in charge of the business of the Atlantic Transport Line, which is a subsidiary of the International Mercantile Marine Co., but I was not then an officer, immediately, of the International Mercantile Marine Co. Shortly after its formation, however—I should say six or eight months—I was made a vice president of the International Mercantile Marine Co.

Senator SMITH. Are you a navigator by profession?

Mr. FRANKLIN. Not at all, sir.

Senator SMITH. Have you ever had any experience in that regard?

Mr. FRANKLIN. Not the slightest.

Senator SMITH. Do you know Mr. Ismay?

Mr. FRANKLIN. I do, sir.

Senator SMITH. How long have you known him?

Mr. FRANKLIN. I have known Mr. Ismay, I should say, since about 1895 or 1897; possibly a little earlier.

Senator SMITH. Have you had occasion to confer with him regarding the affairs of your company?

Mr. FRANKLIN. Constantly since 1902.

Senator SMITH. Did these conferences take place in the United States?

Mr. FRANKLIN. Some conferences took place in the United States and some conferences in Liverpool.

Senator SMITH. Did you know Capt. Smith, of the *Titanic*?

Mr. FRANKLIN. I did.

Senator SMITH. How long had you known him?

Mr. FRANKLIN. I had known him ever since I have been connected with the International Mercantile Marine Co.; and I knew him before

that, because I had crossed on one or two steamers under his command along about 1898 to 1900. Then, however, I was not in any way officially connected with the company.

Senator SMITH. Will you tell the committee what ships of your company were commanded by the late captain of the *Titanic*?

Mr. FRANKLIN. He commanded the *Majestic*, the *Adriatic*, the *Olympic*, and the *Titanic*. That I am sure of. I am not sure of the steamers he may have commanded between the *Majestic* and the *Titanic*.

Senator SMITH. Is the *Baltic* one of your ships?

Mr. FRANKLIN. Yes.

Senator SMITH. He commanded the *Baltic*, did he not?

Mr. FRANKLIN. I think he did, but I would not say positively. I think he did.

Senator SMITH. When did you last see him?

Mr. FRANKLIN. I last saw Capt. Smith when he was here on the *Olympic* in February.

Senator SMITH. In February of this year?

Mr. FRANKLIN. Of this year; yes, sir.

Senator SMITH. Have you seen or heard from him since that time, directly?

Mr. FRANKLIN. I have never seen nor heard from him directly; no, sir; since that time.

Senator SMITH. So far as you know, did the subordinate officers of your company attempt to and succeed in obtaining any communication from him on his last voyage from Southampton to New York or to the point of this disaster?

Mr. FRANKLIN. We never had the slightest communication of any kind from the captain of the *Titanic* on the last voyage or from the time he left Belfast.

Senator SMITH. From the time he left Belfast after the trial trip?

Mr. FRANKLIN. We had no word of the trial trip or anything regarding the trial trip.

Senator SMITH. You know nothing directly of the test at Belfast Lough?

Mr. FRANKLIN. No.

Senator SMITH. And you have had no communication and, so far as you know, your subordinates have had no communication with him after he left Belfast with the *Titanic*.

Mr. FRANKLIN. No; that is quite right. We did not have.

I want to make it perfectly clear. We naturally received cables from Southampton; we received a cable when the ship left Belfast; we received a cable when the ship arrived at Southampton. Those cables, however, were not sent by the captain of the steamer; they were sent by the officers.

Senator SMITH. By what officer?

Mr. FRANKLIN. By the Southampton office; by the agent, in other words, in Southampton.

Senator SMITH. Advising you of the departure of the *Titanic*?

Mr. FRANKLIN. No; the Southampton cable advised us of the arrival of the *Titanic*.

Senator SMITH. From Belfast Lough?

Mr. FRANKLIN. From Belfast Lough. That was simply a routine matter.

Senator SMITH. So far as you know, did you or did any of your subordinates in this country receive any communication from any officer of the *Titanic* after she left Southampton?

Mr. FRANKLIN. No, sir.

Senator SMITH. Did you or any of your subordinates receive any communication from Mr. Ismay after or immediately preceding the departure of the *Titanic* from Southampton?

Mr. FRANKLIN. I sent to Mr. Ismay as the steamer was running between Southampton and Queenstown simply a bon voyage message: “Successful future to the *Titanic* and successful voyage also to yourself,” or something to that effect.

Senator SMITH. Have you a copy of that message?

Mr. FRANKLIN. I do not think I have a copy of it with me. I can have it sent over to you, Senator.

Senator SMITH. I wish you would do so.

Mr. FRANKLIN. Will you have a record made of everything you want from us?

Senator SMITH. Yes.

Mr. FRANKLIN. And I can give you a copy of Mr. Ismay's reply.

Senator SMITH. So far as you can now recollect, what did he say?

Mr. FRANKLIN. Simply: “Much appreciate your message,” or something to that effect.

Senator SMITH. Was this a wireless or a cable message?

Mr. FRANKLIN. It was sent by cable.

Senator SMITH. Did you receive any communication from any officer, director, passenger or member of the crew of the *Titanic*, by wireless, after the *Titanic* left Southampton and up to the time she sank in the sea?

Mr. FRANKLIN. Not a word or communication of any kind or description except this: We had the regular wire that comes through the regular channel from Cape Race or through Cape Race, that advised us that on Sunday morning the *Titanic* was 550 miles southeast of Cape Race. That is a matter that comes through the press also.

Senator SMITH. Was that an official communication?

Mr. FRANKLIN. It is semiofficial. It is sent to the press also. We receive an advice, and the press gets it for the newspapers and for the records.

Senator SMITH. But you have no exclusive control over that kind of a communication?

Mr. FRANKLIN. No; we do not get an exclusive communication. To the best of my knowledge that was telephoned to me by one of our people on Sunday morning simply as a matter of information.

Senator SMITH. Sunday morning, preceding the collision?

Mr. FRANKLIN. Sunday morning preceding the collision.

Senator SMITH. That was the only attempt at communication with that ship, and so far as you know, the only attempt by its officers, passengers or crew, from the time they left Southampton until the accident occurred?

Mr. FRANKLIN. Absolutely.

Senator SMITH. I show you a telegram which I will read in order that the record may contain it. It is dated New York, N. Y., April

15, 1912. It is addressed to “J. A. Hughes, Huntington, W. Va.” It reads as follows:

*Titanic* proceeding to Halifax. Passengers will probably land there Wednesday; all safe.

WHITE STAR LINE.

I ask you whether you know anything about the sending of that message, or by whom it was authorized, or from whom it emanated?

Mr. FRANKLIN. I do not, sir. And since this was mentioned at the meeting in New York on Saturday, we have had our entire passenger staff in No. 9 Broadway office ask, and we can not find out who sent that message. Now, what we would appreciate your committee doing is to have the telegraph company deliver to you the message received from the White Star Line, and let us see where they got it and when they got it, and what station it was delivered to. I think it is only fair for us to explain, in connection with that, that we have a great many people naturally employed in the passenger department of our No. 9 Broadway office. The office was very crowded on Monday morning, and a good many of the juniors were answering communications, to the best of their ability, by telephone, and otherwise, and it might be, possibly, that that telegram was sent by one of these juniors, from something he had gotten, either from the newspapers or something of that kind, but so far as the White Star Line or its officials were concerned, the officials did not authorize anything of that kind; nothing of that kind was authorized, and we were very guarded in advising everybody that the only authentic information we were receiving about the horrible disaster was what we were getting—and we had gotten one message—through Capt. Haddock, of the *Olympic*.

Senator SMITH. At the time that telegram was sent did you know the actual condition of the *Titanic*?

Mr. FRANKLIN. What is the time of that telegram? I think we ought to fix that question of time. It is headed 8.27 p. m. At 8.27 p. m. on Monday I knew that the *Titanic* sank at 2.20 a. m.

Senator SMITH. Monday morning?

Mr. FRANKLIN. Monday morning.

Senator SMITH. When did you first get that information, and from whom?

Mr. FRANKLIN. That date ought to be fixed.

Mr. BURLINGHAM. That may be the date of the receipt.

Mr. FRANKLIN. I am taking that hour. In replying to the question I am using that hour. Would you like me to give you a statement, to the best of my ability, of how we heard and when we heard and what we did?

Senator SMITH. I would, from the first. If you have any memoranda or any of the telegrams I wish you would have them marked for identification and filed with the committee.

Mr. FRANKLIN. I would like to put them right in the record.

Senator SMITH. Go ahead.

Mr. FRANKLIN. At about 2 minutes of 2 on Monday morning I was aroused by the telephone and bells ringing. I went to the telephone, and a reporter—I could not tell from what paper—said that they had just heard that the *Titanic* was sinking, and that she had sent out a call for assistance. I asked them how they had gotten this message, and they told me that they had received it through the steamship *Vir-*



*ginian* and from Montreal. I immediately called up our dock and asked them if they had heard anything at all. They told me that several reporters had called them up.

Senator SMITH. Where were you at this time?

Mr. FRANKLIN. At my own house, No. 41 East Sixty-first Street. They told me that the reporters had been trying to give them some information about the *Titanic*. I said, “Have you heard anything authentic about the *Titanic*?” He told me “No.” I then called up the Associated Press, the office of the Associated Press; they reported to me practically about what the reporter had told me. I then asked them whether they could not hold the matter and not give out such an alarming report until they could see whether it could be confirmed. They said, “No; it has gone out.” I then called up Montreal on the long-distance telephone. I got our representative on the telephone in Montreal and asked him if he could not get the Allan Line office and find out if this could be confirmed, and what they had, and call me on the telephone immediately. I then called up about four or five of our own people and told them I had this information. I wanted to get in touch with them and have them stand by. I got Mr. Ridgway, the head of our steamship department, who lived in Brooklyn, and I asked him to at once go out and send a Marconigram to the captain of the *Olympic*. I did not want to alarm the captain of the *Olympic*. So all I asked in that telegram was, “Can you get the position of the *Titanic*? Wire us immediately her position.” I can read you that telegram. I then asked all of our important people to immediately report at the office. When we got to the office the first thing that I found there was this memorandum. [Reading from memorandum:]

*Titanic*. Received from Associated Press from Cape Race 3.05 a. m. Monday, April 15. 10.25 p. m. E. S. T., *Titanic* called C. Q. D.; reported having struck iceberg and required immediate assistance. Half an hour afterwards, reported that they were sinking by the head. Women were being put off in boats and weather calm and clear. Gave position as 41.46 north, 50.14 west. Stop this station. Notified Allan liner *Virginian*, who immediately advised he was proceeding toward scene of disaster. Stop. *Virginian* at midnight stated was about 170 miles distant from *Titanic* and expected reach there about 10 a. m. *Olympic*, at 4.24 a. m. G. M. T. in latitude 40.32 north, longitude 61.18 west, was in direct communication with *Titanic* and is now making all haste toward her. *Baltic*, at 1.15 a. m. E. S. T. reported himself as about 200 miles east of *Titanic*, and was also making toward her. Last signals from *Titanic* were heard by *Virginian* at 12.25 a. m. E. S. T. He reported them blurred and ending abruptly.

Then we worked out the positions. In the first place, I received before leaving the house a reply from Montreal, saying that the Allan Line unfortunately confirmed the record. We worked out the positions then to the best of our ability, and the *Titanic* we found 1,080 miles from New York, about 600 miles from Halifax; the *Olympic* we found, in our opinion, to be about 364 miles from the *Titanic*, and the *Baltic* we thought could reach her at 4 p. m. I do not know how far the *Baltic* was away.

Senator SMITH. How did you find the location of these various ships?

Mr. FRANKLIN. We worked out the *Olympic* roughly in our own minds.

Senator SMITH. On a scale?

Mr. FRANKLIN. We had the chart.

Senator SMITH. And from the chart you worked them out? But did any of these ships report their exact location?

Mr. FRANKLIN. We had no communication at that time from any ship or anybody which in our opinion was authentic. We had numerous rumors from all sources.

Senator SMITH. Did they pretend to give you their location?

Mr. FRANKLIN. They did not. I will read you the first message sent to the *Olympic*, the one I referred to a few minutes ago. This was sent at 3 a. m.:

Make every effort to communicate *Titanic* and advise position and time. Reply to Ismay, New York.

Senator SMITH. Please say to whom that was addressed.

Mr. FRANKLIN. To Haddock, *Olympic*.

Senator SMITH. Please give the date.

Mr. FRANKLIN. April 15, 3 a. m.

Senator SMITH. And give the hour in each case. Now, in order that we may be sure the committee understands that, please read that again.

Mr. FRANKLIN. This was our first endeavor to communicate with any of our steamers, and the first attempt that we know, either one way or the other. This was our telegram to Capt. Haddock, of the *Olympic*, sent at 3 a. m. on April 15, as follows:

Make every endeavor to communicate *Titanic* and advise position and time. Reply to Ismay, New York.

The telegram was sent from Brooklyn by Mr. F. W. Ridgway. I telephoned it to him and asked him to go right out and send it.

Senator SMITH. Proceed.

Senator FLETCHER. Where was Capt. Haddock—where was the *Olympic*?

Mr. FRANKLIN. The *Olympic* had sailed from New York Saturday afternoon at 3 o'clock, bound east.

Senator SMITH. What was the position of the boat?

Mr. FRANKLIN. I can only give you our estimate of the position which, at 3 o'clock, was 320 miles east of Sandy Hook and about 360 miles, in our estimate, from the *Titanic*.

Senator SMITH. Proceed.

Mr. FRANKLIN. All during the morning—from that time on——

Senator SMITH. Monday morning?

Mr. FRANKLIN. Monday morning. We are endeavoring to communicate or get some information from Montreal, from Halifax, from the various papers, and we wired to the commander of the *Olympic*:

Keep us fully posted regarding *Titanic*.

That was 6.05 a. m. We had received no reply from him at all. Then we got a telegram from the *Olympic*:

Since midnight, when her position was 41.46 north, 50.14 west, have been unable to communicate. We are now 310 miles from her, 9 a. m., under full power. Will inform you at once if hear anything.

COMMANDER.

Senator SMITH. Did you understand from that that they were headed toward the *Titanic*?

Mr. FRANKLIN. I understand that they were headed toward the *Titanic*, without any question. That was 9 a. m.

Senator SMITH. Monday?

Mr. FRANKLIN. Monday, 310 miles from the *Titanic*.

Senator SMITH. Proceed.



Mr. FRANKLIN. We followed that with a telegram, as follows:

Can you ascertain damage *Titanic*?

Senator SMITH. What hour was that?

Mr. FRANKLIN. That is not the original of that. There is no hour on that, but that was sent in the morning.

Senator SMITH. Sent by whom?

Mr. FRANKLIN. That was sent by me.

Senator SMITH. Had you no information at that time regarding the sinking of the *Titanic*?

Mr. FRANKLIN. Absolutely none; most emphatically. I have read you off the first telegram from Haddock. Now, this is the second telegram.

Senator SMITH. Give the date and hour.

Mr. FRANKLIN. April 15. We do not know what hour this was received, but it was after noon. It was between 12 and 1 o'clock, or around 1 o'clock. That could probably be traced—exactly when that was delivered to us.

*Parisian* reports *Carpathia* in attendance and picked up 20 boats of passengers and *Baltic* returning to give assistance. Position not given.

Senator SMITH. Position of *Baltic* not given?

Mr. FRANKLIN. Position of *Baltic* not given. This message was received along about 1 o'clock.

Senator SMITH. Signed by whom?

Mr. FRANKLIN. Signed by Haddock.

Senator SMITH. All right, proceed.

Mr. FRANKLIN. We replied to that as follows:

APRIL 15, 1912.

HADDOCK, *Olympic*:

Thanks your message. We have received nothing from *Titanic*, but rumored here that she proceeding slowly Halifax, but we can not confirm this. We expect *Virginian* alongside *Titanic*; try and communicate her.

Senator SMITH. Who signed that?

Mr. FRANKLIN. I did.

Senator SMITH. What hour was that?

Mr. FRANKLIN. That was in reply to the other message, immediately after we got it. It must have been about 2 o'clock——

Senator SMITH. Capt. Haddock's message?

Mr. FRANKLIN. Yes. About 2 o'clock, I would say.

Senator SMITH. Tell the committee upon what rumor you based that statement.

Mr. FRANKLIN. We based that statement on rumors that we were having from all sources. The press and telegrams from Montreal; but nothing we could put our hands on as being authentic at any time.

Senator SMITH. Had you not received anything from the *Carpathia* at that time?

Mr. FRANKLIN. No, sir; we had not heard of the *Carpathia* up to that time at all—except this Haddock telegram.

Senator SMITH. Let us see what you based that rumor on?

Mr. FRANKLIN. I do not know that I could tell exactly on what I based that. I might by going through those telegrams.

Senator SMITH. I wish you would go through them and tell us what you based that on.

Mr. FRANKLIN. We had it from all sources—from the newspapers particularly.

Senator SMITH. And it was rumor merely?

Mr. FRANKLIN. Absolutely. We announced it to everybody that these were rumors, but we could not confirm them, and that we had nothing authentic but one message from Capt. Haddock.

Senator SMITH. Did you confer with Mr. Marconi during the early morning of Monday, personally?

Mr. FRANKLIN. No, sir; I never conferred with Mr. Marconi.

Senator SMITH. Do you know whether any messages went from the Marconi office or from the White Star office to the *Carpathia* enjoining secrecy until they were in communication with you?

Mr. FRANKLIN. We know absolutely nothing about such a communication; had nothing at all to do with it, if it was sent.

Senator SMITH. Do you know whether such a communication was sent?

Mr. FRANKLIN. I do not know anything about it.

Senator SMITH. Have you ever conferred with Mr. Marconi about it?

Mr. FRANKLIN. I never have mentioned it——

Senator SMITH. Or Mr. Sammis?

Mr. FRANKLIN. No.

Senator SMITH. Or the operator of the *Carpathia*?

Mr. FRANKLIN. No; I never talked to either one of the two gentlemen in my life.

Senator SMITH. Neither with the captain nor the operator nor an officer of any other ship?

Mr. FRANKLIN. Never. Our whole effort—I would like to say this—was to get the *Carpathia* to give to us the names of the passengers, of the people aboard the *Carpathia*. That is the only thing we wanted, and we were pressing for that all the time.

Senator SMITH. That is wherever she was bound, and under whatever circumstances?

Mr. FRANKLIN. We tried to get it through the *Olympic*. We told the *Olympic* to stand by her and pass it along to us.

Senator SMITH. Proceed.

Mr. FRANKLIN. I had better get back to the cables, had I not? This message that I have just read is as follows:

APRIL 15, 1912.

HADDOCK, *Olympic*:

Thanks, your message. We have received nothing from *Titanic*, but rumored that she proceeding slowly Halifax, but we can not confirm this. We expect *Virginian* alongside *Titanic*. Try and communicate her.

Senator SMITH. Are you giving the dates and hours?

Mr. FRANKLIN. I have not the dates on this, but on the next one I have. The next is 2.40, which shows it must have been before 2.40.

Senator SMITH. And what is the signature?

Mr. FRANKLIN. This is signed “Franklin.” Now, our next telegram was to Haddock.

Mr. BURLINGHAM. Give the hour.

Senator SMITH. Give the hour in each case and who signs it, whether by name or cipher or initial.

Mr. FRANKLIN. I will give them in the order they are here.

APRIL 15, 1912.—2.40 P. M.

HADDOCK, *Olympic*:

Endeavor ascertain where Ismay is. Advise me and convey him deepest sympathy from us all.

FRANKLIN.

Senator SMITH. What hour is that?

Mr. FRANKLIN. 2.40 in the afternoon.

Senator SMITH. And addressed to whom?

Mr. FRANKLIN. Capt. Haddock.

Senator SMITH. And signed by whom?

Mr. FRANKLIN. Signed by “ Franklin.”

Senator SMITH. Do not forget to give the date, the hour, the name, and the signature in each case.

Mr. BURLINGHAM. I suggest you start by saying, “ From So-and-so,” and “ to So-and-so.”

Mr. FRANKLIN. The difficulty is that these are not in order exactly.

Senator SMITH. Take your time and give the date and hour and name in each case.

Mr. FRANKLIN. The trouble about it is that they are not all in order. Here is a marconigram, dated April 15, 1912.

Senator SMITH. From New York?

Mr. FRANKLIN. New York.

APRIL 15, 1912.

HADDOCK, *Olympic*:

Do utmost to ascertain immediately and advise us fully disposition *Titanic's* passengers and where they will be landed.

Senator SMITH. Signed by whom?

Mr. FRANKLIN. “ Franklin.” I think the best way to do it is to get the time these telegrams were filed—a statement from the Marconi company or the Postal Telegraph Co. here—the time they were filed with them, to confirm all these.

Senator SMITH. That is all right; but we had better take what the telegrams show, in so far as they do show anything.

Mr. FRANKLIN. The only trouble is they have not the times on them.

Senator SMITH. In so far as they do show the dates and hours, give us whatever the telegrams contain.

Mr. FRANKLIN. Now, at about 6.20 or 6.30 p. m., April 15, the following telegram was handed to me.

Senator SMITH. By whom, and where were you?

Mr. FRANKLIN. Handed to me by Mr. Toppin at No. 9 Broadway.

Senator SMITH. Who is he?

Mr. FRANKLIN. Assistant to the vice president. The record here shows this was received at 6.16 p. m. This is addressed to Ismay, New York, and is as follows:

*Carpathia* reached *Titanic's* position at daybreak. Found boats and wreckage only. *Titanic* had foundered about 2.20 a. m. in 41.16 north, 50.14 west. All her boats accounted for. About 675 souls saved, crew and passengers, latter nearly all women and children. Leyland Line S. S. *California* remaining and searching position of disaster. *Carpathia* returning to New York with survivors; please inform Cunard.

HADDOCK.

Senator SMITH. That is from the captain of the *Olympic*?

Mr. FRANKLIN. Of the *Olympic*.

Senator SMITH. Addressed to Ismay?

Mr. FRANKLIN. New York; that is our cable address. Immediately that telegram was received by me it was such a terrible shock that it took us a few minutes to get ourselves together. Then at once I telephoned, myself, to two of our directors, Mr. Steele and Mr. Morgan, jr., and at the same time sent downstairs for the reporters.

I started to read the message, holding it in my hands, to the reporters. I got off the first line and a half, where it said, “The *Titanic* sank at 2 o'clock a. m.,” and there was not a reporter left in the room—they were so anxious to get out to telephone the news.

Senator SMITH. The fact that the telegram was addressed to Mr. Ismay, and that you knew that he was aboard the *Carpathia*, or rather aboard the *Titanic*, warranted you—[After a pause.] That was the cable address?

Mr. FRANKLIN. It was the cable address of our own offices, practically?

Senator SMITH. That does not indicate that it is intended for any particular person?

Mr. FRANKLIN. No, sir; it is for the office; it is the business of the company.

Senator SMITH. All right; proceed.

Mr. FRANKLIN. This is our cable address—code address. The next telegram——

Senator SMITH. I wish the reporter might mark these telegrams for identification.

Mr. FRANKLIN. I will hand the whole bundle to him in a moment. [Reading:]

Inexpressible sorrow. Am proceeding straight on voyage. *Carpathia* informs me no hope in searching. Will send names survivors as obtainable.

YAMSI,  
On *Carpathia*.

This telegram was addressed to “Franklin, Care Ismay, New York,” and signed “Haddock.”

Senator SMITH. The “Yamsi” referred to is——

Mr. FRANKLIN. Mr. Ismay.

Senator SMITH. Was that the first information you had that he was on the *Carpathia*?

Mr. FRANKLIN. The first information that we had that he was on the *Carpathia*.

Mr. BURLINGHAM. Give the hour of its receipt.

Mr. FRANKLIN. These were both received very close to the same time; I would say about 6.30 that evening.

Senator SMITH. By whom was that signed?

Mr. FRANKLIN. By Haddock, of the *Olympic*.

Senator FLETCHER. Where was the *Olympic*?

Mr. FRANKLIN. She was about, at that time of the day—of course, when this message was sent it was no doubt early in the morning. These messages were all fearfully delayed, apparently; but the *Olympic* at that time of the day had been at and had proceeded from the spot of the disaster, as far as our records show.

Senator SMITH. But her exact location you have not determined?

Mr. FRANKLIN. We have not determined that.

Senator SMITH. That is, her latitude and longitude?

Mr. FRANKLIN. No; I may be wrong. She could not have been quite at the wreck at that time. We figured it out that she would be at the wreck about 9 o'clock Monday night.

Senator SMITH. All right. Proceed.

Mr. BURLINGHAM. She did not get there?

Mr. FRANKLIN. She did not get there at all.

Senator SMITH. I should judge, from what the captain said, that after that telegram of sympathy he proceeded on his course.

Mr. FRANKLIN. He proceeded on his course. I want to follow this up with these others. This is our wireless, then, to Capt. Haddock.

Senator SMITH. Of the *Olympic*?

Mr. FRANKLIN. Of the *Olympic*.

Senator SMITH. And the date?

Mr. FRANKLIN. April 15, 7.10 p. m. [Reading:]

It is vitally important that we have name of every survivor on *Carpathia* immediately. If you can expedite this by standing by *Carpathia*, kindly do so.

FRANKLIN.

The next message we sent was 7.15, exactly the same time, as far as the telegrams are concerned. [Reading:]

HADDOCK, *Olympic*:

Distressed to learn from your message that *Carpathia* is only steamer with passengers. Understood *Virginian* and *Parisian* also had passengers. Are you in communication with them, and can you get any information?

FRANKLIN.

I want to say this: That during the entire day we considered the ship unsinkable, and it never entered our minds that there had been anything like a serious loss of life. We of course thought there might have been something in transferring passengers or handling the passengers; but it never entered our minds that there had been a serious loss of life until we got this Haddock message at 6.30. Our next wire to Capt. Haddock was April 15, 7.35 p. m. [Reading:]

HADDOCK, *Olympic*:

Wire us name of every passenger, officer, and crew on *Carpathia*. It is most important. Keep in communication with *Carpathia* until you accomplish this. Instruct *Californian* to stand by scene of wreck until she hears from us or is relieved or her coal supply runs short. Ascertain *Californian* coal and how long she can stand by. Have life rafts been accounted for? Are you absolutely satisfied that *Carpathia* has all survivors, as had rumor that *Virginian* and *Parisian* also have survivors. Where is *Baltic*?

FRANKLIN.

Then we sent another telegram to him at 9.55, April 16. That must be 15. April 15 it is. [Reading:]

Capt. HADDOCK, *Olympic*:

Don't leave *Carpathia* until you have wired us names of survivors or you have arranged for somebody else to immediately telegraph us the names.

FRANKLIN.

Senator SMITH. Was there any reply to that last one?

Mr. FRANKLIN. No reply to that. [Reading:]

APRIL 16, 1912.—3.15 P. M.

COMMANDER, *Olympic*:

Communicate following to commander, *Carpathia*: "What is your present position? When do you expect reach New York?" Sumner. Stop. Anxiously awaiting names remaining additional survivors and crew.

FRANKLIN.

Sumner was the agent of the Cunard Line, and authorized us to use his name in our effort to get the *Carpathia* to give us the names

of the passengers on the steamer—survivors, in other words. Then Haddock wires:

S. S. CELTIC VIA CAPE RACE, N. F.,  
April 16, 1912.

ISMAY, New York:

Please allay rumor that *Virginian* has any *Titanic's* passengers; neither has the *Tunisian*; believe only survivors on *Carpathia*; second, third, fourth, and fifth officers, and second Marconi operator only officers reported saved.

HADDOCK, *Olympic*.

1.45 a. m.

After that we had no further communication with Haddock.

Senator SMITH. Did you then have any communication with the *Carpathia* direct?

Mr. FRANKLIN. No, sir.

Senator SMITH. Did you at any time have any communication with the *Carpathia* direct en route to New York?

Mr. FRANKLIN. I sent him a telegram on April 16.

Senator SMITH. What hour?

Mr. FRANKLIN. 10.35 p. m.

Senator SMITH. Capt. Roston?

Mr. FRANKLIN. To “Commander, *Carpathia*.” [Reading:]

Do your utmost wire White Star Line, New York, immediately names of *Titanic* survivors on board your steamer.

SUMNER.

I sent that by Mr. Sumner's name, thinking it would have more effect than my own name.

Senator SMITH. He represented the Cunard Co.?

Mr. FRANKLIN. He is the agent of the Cunard Co. He sent a representative in to tell us we could use his name.

Senator SMITH. Did you get any reply to that?

Mr. FRANKLIN. I never received any communication from the captain of the *Carpathia* direct ourselves.

Senator SMITH. Did you receive any communication through Cape Race from him?

Mr. FRANKLIN. Only the names of the passengers.

Senator SMITH. Or through any other ship?

Mr. FRANKLIN. No, sir. We think the names of the passengers were sent to us through the *Olympic* at first, and afterwards direct.

Senator SMITH. Now, Mr. Franklin, did you on Monday have any conference with Mr. Marconi or Mr. Sammis?

Mr. FRANKLIN. I never saw Mr. Sammis until, I think, he appeared at the investigation on Saturday. I never talked to him in my life, never had any communication with him to the best of my knowledge and belief.

Senator SMITH. Do you know, of your own knowledge or in any other manner, whether silence regarding this catastrophe was enjoined upon Mr. Cottam, the operator of the wireless on the *Carpathia*, or Mr. Bride, the surviving operator of the wireless on the *Titanic*?

Mr. FRANKLIN. I emphatically do not, and I know absolutely nothing about any censorship of the wireless in any direction.

Senator SMITH. Who was the first person you saw upon the landing of the *Carpathia*?

Mr. FRANKLIN. The first person that I saw?

Senator SMITH. Among the officers of either line.



Mr. FRANKLIN. The first person after the *Carpathia* docked, and I left you to go up the gang plank, that I remember having seen, or that made any impression upon me whatsoever, was the captain of the *Carpathia*, as I went into the house on the top deck.

Senator SMITH. Did you go directly to the house on the top deck?

Mr. FRANKLIN. I had never been on the *Carpathia* before, had no idea where I was going; but I thought I was going in the right direction, and happened to meet the captain in the companionway.

Senator SMITH. Where did you go from the top deck?

Mr. FRANKLIN. I met the captain in the companionway on the top deck, and asked him if I could see Mr. Ismay, and he took me right down to Mr. Ismay's room.

Senator SMITH. During that time did you see either wireless operator?

Mr. FRANKLIN. I did not.

Senator SMITH. During that time did you see either Mr. Marconi, or Mr. Samis, or any representative of the Marconi company?

Mr. FRANKLIN. I did not.

Senator SMITH. From what you say gives the committee to understand that no communication from yourself or any subordinate officer, at your instance, by your permission, attempted in any way to control the conduct of either wireless operator?

Mr. FRANKLIN. Most emphatically no.

Senator SMITH. Did the captain accompany you to Mr. Ismay's room?

Mr. FRANKLIN. My recollection is that the captain accompanied me to Mr. Ismay's room, and knocked at the door, and then I walked in.

Senator SMITH. How long were you there?

Mr. FRANKLIN. I was there, I suppose, about—I would not say more than about—10 minutes when I heard that Senator Newlands and yourself were there. I suppose it was about 10 minutes.

Senator SMITH. During that time, was there anything said between yourself and Mr. Ismay regarding the operators of the wireless?

Mr. FRANKLIN. Not a word.

Senator SMITH. Did Mr. Ismay make any suggestion that the operators should refrain from talking?

Mr. FRANKLIN. To the best of my knowledge and belief Mr. Ismay never mentioned a wireless operator to me the whole time, or anything pertaining to him.

Senator SMITH. Thus far you have not read any communications from the *Carpathia*?

Mr. FRANKLIN. The only communication that I had from the *Carpathia* was one received by us from the Cunard Line, and reads as follows—

Senator SMITH. Where is it dated?

Mr. FRANKLIN. April 16 is up here [indicating]. This is simply a copy. One of the Cunard Line men brought the message, as I remember it, and one of our men made a copy, just on a telegram. It was not addressed to us.

Senator SMITH. Where is it dated?

Mr. FRANKLIN. It is dated, up in the corner, April 16. That is just a memorandum, “7.55 a. m.” This is the contents of the message, no hour given on the message. This is from the *Carpathia*, Capt. Rostron, to the Cunard Line.



“ *Carpathia*, to Cunard Line.” A copy of their message; just a pencil copy [reading]:

7.55 A. M.

NEW YORK, latitude 41.45; longitude 50.20 west.—Am proceeding New York unless otherwise ordered, with about 800, after having consulted with Mr. Ismay and considering the circumstances. With so much ice about, consider New York best. Large number icebergs, and 20 miles field ice with bergs amongst.

To the best of my knowledge and belief that message was the first thing we had in any way, shape, or form from the *Carpathia*, and this was through the Cunard Line.

Senator SMITH. Did you receive any other message after that from them?

Mr. FRANKLIN. No, sir.

Senator SMITH. Neither directly nor through the Cunard Line?

Mr. FRANKLIN. We were telephoning the Cunard Line, in telephone communication with them frequently, and asking whether they had any information and whatever they had they gave us; but, their information was very meager, and they were trying all the time to get information from the *Carpathia* and could not do it. That was their report to us. If you will allow me to suggest, I would have the original of that message.

Senator SMITH. I want it.

Mr. FRANKLIN. You will have to get it from the Cunard Line.

Senator SMITH. I understand. Now, Mr. Franklin, are you familiar with the provisions for the safety of passengers and crew of steamers operating on lines of which you are vice president?

Mr. FRANKLIN. I am not familiar in a detailed way and have no technical knowledge of that kind; that does not come under us. We are really agents in the United States for the business of these lines. The lines are not domiciled here, in the sense that the marine superintendent and the superintendent engineer and the victualing superintendents are all located abroad, and those instructions all come from those people.

Senator SMITH. Under what department of your company's management or affairs, if you know, could this information be obtained?

Mr. FRANKLIN. What information, exactly, Senator?

Senator SMITH. Regarding the equipment of your ships?

Mr. FRANKLIN. Of life-saving apparatus?

Senator SMITH. Life-saving apparatus, life preservers, and other devices calculated to minimize the dangers of sea travel.

Mr. FRANKLIN. Your Board of Trade certificate covers that to a very large extent.

Senator SMITH. That is, the British Board of Trade?

Mr. FRANKLIN. That is, the British Board of Trade. And then any further information regarding the details of that could only be given to you intelligently by either a representative of the British Board of Trade or our marine superintendents.

Mr. BURLINGHAM. Or the builders.

Mr. FRANKLIN. That is all right, but it may be altered a dozen times.

Senator SMITH. Does the company build its own ships?

Mr. FRANKLIN. No, sir; a great majority of the company's ships have been built by Messrs. Harlan & Wolfe on a percentage basis.

Senator SMITH. In Belfast?

Mr. FRANKLIN. In Belfast. But there has been no economy in any way from them.

Senator SMITH. Harlan & Wolfe, a corporation?

Mr. FRANKLIN. A corporation.

Senator SMITH. An English corporation?

Mr. FRANKLIN. An English corporation.

Senator SMITH. Has the company, so far as you know, or any officer or director interest in the building company?

Mr. FRANKLIN. I have never heard of any.

Senator SMITH. Have you any interest, personally?

Mr. FRANKLIN. Not a cent.

Senator SMITH. Do you know whether Mr. Ismay has any interest or not?

Mr. FRANKLIN. I do not.

Senator SMITH. The headquarters of Harlan & Wolfe are in Belfast?

Mr. FRANKLIN. Belfast.

Senator SMITH. Have you an official roster of the officers in the crew of the *Titanic* when she sailed from Southampton?

Mr. FRANKLIN. We have cabled over for that.

Senator SMITH. Will you furnish that to the committee?

Mr. FRANKLIN. Yes, sir.

Senator SMITH. When may we expect it?

Mr. FRANKLIN. I think the cable went on Saturday, Senator; but we have not been to our offices since.

Senator SMITH. Have you an official list of the officers and crew and passengers of the *Titanic* on the day she sailed from Southampton?

Mr. FRANKLIN. No, sir; but we have cabled for the officers and crew in accordance with your suggestion.

Senator SMITH. And passengers?

Mr. FRANKLIN. No.

Senator SMITH. I would like the passengers.

Mr. FRANKLIN. We have a cable giving the names of the passengers. I am not sure whether that covers all the first class or not; but I will see you get it.

Senator SMITH. I would like to have it cover all.

Mr. FRANKLIN. Yes.

Senator SMITH. All passengers, whether first, second, or third class.

Mr. FRANKLIN. We will furnish to you the names of the officers, crew, and the passengers.

Senator SMITH. Also such data as will enable the committee to know where they live, their full names, and their addresses. I believe this is one of the precautions taken by steamship companies, is it not, to insure accuracy?

Mr. FRANKLIN. Those records are taken for the immigration authorities; but as a rule they are taken on the ship; they make an effort to get them before they sail, but they are never complete. They are completed on the ship, and I am very much afraid they were destroyed with the ship; but we can get you all we have.

Senator SMITH. You can get the sailings—the bookings—of passengers, can you not?

Mr. FRANKLIN. We can get actual bookings. We can get the numbers from East Cort, Southampton, Cherbourg, and Queenstown in each class.

Senator SMITH. And the place that each was located on the ship, as far as stateroom, or otherwise?

Mr. FRANKLIN. I do not believe you can do that.

Senator SMITH. I wish you would try.

Mr. FRANKLIN. We will try.

Senator SMITH. Do you know whether any record, document, or part of the ship's equipment has been saved?

Mr. FRANKLIN. I have not heard of a thing being saved.

Senator SMITH. Do you know whether the log of the ship has been saved?

Mr. FRANKLIN. I do not.

Senator SMITH. Have you heard anything about it?

Mr. FRANKLIN. We have.

Senator SMITH. From whom?

Mr. FRANKLIN. From the second officer.

Senator SMITH. From anyone else?

Mr. FRANKLIN. But a minute. You had the officer on the stand yourself. That was the man I am referring to.

Mr. BURLINGHAM. That was the third officer.

Senator SMITH. I interrogated Mr. Crawford.

Mr. FRANKLIN. That is the only man we have heard from.

Senator SMITH. You have not asked, yourself?

Mr. FRANKLIN. I have not had a word with any officer or any member of the crew.

Senator SMITH. Since the landing of the crew?

Mr. FRANKLIN. Since the landing of the ship, except just to say, "Good morning."

Senator SMITH. Of the *Carpathia*?

Mr. FRANKLIN. Of the *Carpathia*.

Senator SMITH. Can you obtain for the committee the plans and specifications for the construction of this ship?

Mr. FRANKLIN. I can obtain whatever the Oceanic Steam Navigation Co., the owners of this ship, had. But these steamers are built by Messrs. Harlan & Wolfe on a commission basis. But their specifications on that are drawn in the great detail that ordinarily applies in steamers conceived under contract.

Senator SMITH. Will you, through the officers of your company in England, endeavor to obtain from Harlan & Wolfe the plans and specifications that were followed in the construction of this ship?

Mr. FRANKLIN. We will, sir.

Senator SMITH. You speak of the percentage basis.

Mr. FRANKLIN. Right.

Senator SMITH. What do you mean by that?

Mr. FRANKLIN. They charge us for each steamer all the cost, plus the costs plus a certain percentage for commission to them.

Senator SMITH. That is, you adopt the plan and authorize the construction of the ship, holding yourselves responsible for its entire cost plus the profit or percentage which go to the builders over and above its actual cost.

Mr. FRANKLIN. That is quite right. Of course, they give us an estimate, as I understand it; give the company ordering the ship an estimate of about what that cost is going to be.

Senator SMITH. Do you have an engineer of your own who supervises this work?

Mr. FRANKLIN. That is all done abroad, and all controlled by the company directly owning the boat, the steamer, who no doubt have the engineer.

Senator SMITH. Who was Mr. Anderson that perished on the *Titanic*?

Mr. FRANKLIN. I do not know any Mr. Anderson.

Senator SMITH. Andrews?

Mr. FRANKLIN. Mr. Thomas Andrew was one of the most prominent men in the employ of Messrs. Harlan & Wolfe, who constructed the *Titanic*.

Senator SMITH. He was their representative aboard this ship?

Mr. FRANKLIN. He was their representative aboard this ship.

Senator SMITH. On the trial trip?

Mr. FRANKLIN. On the maiden voyage, I would say.

Senator SMITH. The maiden voyage?

Mr. FRANKLIN. The maiden voyage.

Senator SMITH. And I assume during the trial tests?

Mr. FRANKLIN. That I do not know; but I assume so. I do not know.

Senator SMITH. I think some one testified to that fact the other day.

Mr. FRANKLIN. I do not know.

Senator SMITH. Are the steamers classed in any of the accepted classification societies?

Mr. FRANKLIN. They are far in excess of any classification societies. They could be classified at any time. Whenever it has been necessary to class any of them, it has been done without any difficulty.

Senator SMITH. Do you carry insurance on the steamers?

Mr. FRANKLIN. Yes, sir.

Senator SMITH. By whom are your steamers designed?

Mr. FRANKLIN. These questions that you are asking me, about who designed the steamer, etc., I want you to fully understand that does not come under my jurisdiction at all.

Senator SMITH. I understand. I am seeking such information as you have.

Mr. FRANKLIN. My information, from what I have seen myself, is that steamers are really designed by Messrs. Harlan & Wolfe's people, and submitted to Ismay and the company, and gone over carefully with them constantly, not only at the time of designing, but during the course of construction. They are given the utmost care and consideration, from every point of view.

Senator SMITH. What was the cost of this ship to your company?

Mr. FRANKLIN. In round numbers she cost one million five hundred and odd——

Senator SMITH. You do not mean one million——

Mr. FRANKLIN. Yes; I am giving the amount in pounds.

Senator SMITH. In pounds?

Mr. FRANKLIN. Yes.

Senator SMITH. One million five hundred and some odd thousand pounds.

Senator BOURNE. Is that complete?

Mr. FRANKLIN. Yes; and equipped.

Senator SMITH. That included all its equipment, of every kind and character?

Mr. FRANKLIN. Yes, sir.

Senator SMITH. If you know, will you tell the committee its tonnage capacity?

Mr. FRANKLIN. I could not tell you its tonnage capacity. Its gross tonnage was about 45,000 tons.

Senator SMITH. Was that the largest ship ever built by your company?

Mr. FRANKLIN. Yes, sir; this ship was of nearly 46,000 tons.

Senator SMITH. What is the next in point of tonnage?

Mr. FRANKLIN. The *Olympic*, which is nearer 45,000 tons.

Senator SMITH. In addition to the plans and specifications which I have asked for, I think it desirable for the committee to know the stability data, in loaded condition and in light condition and in damaged condition, of the *Titanic*. Can you obtain this information?

Mr. FRANKLIN. I can try to get it, from Messrs. Harlan & Wolf.

Senator SMITH. Of your own knowledge, can you answer that?

Mr. FRANKLIN. No, sir; I could not do it. I can give you the gross tonnage now, exactly, if you desire it.

Senator SMITH. Please do so.

Mr. FRANKLIN. Forty-six thousand three hundred and twenty-eight tons. Net registered tonnage, 21,831.

Senator SMITH. How many passengers would this ship accommodate, under your plan of operation, safely?

Mr. FRANKLIN. In round numbers, I would say, for the first, second, and third class, about 2,200 or 2,300 passengers.

Senator SMITH. How many in the first class?

Mr. FRANKLIN. I was referring to the *Olympic*, there, Senator, by mistake. I would make that about 2,500 passengers, for the *Titanic*.

Senator SMITH. One moment, then. Does the figure you mention give the passenger capacity of the *Olympic*?

Mr. FRANKLIN. Yes, sir; that gives the passenger capacity of the *Olympic*.

Senator SMITH. Give us the passenger capacity of the *Titanic*.

Mr. FRANKLIN. I could not give you that, myself. I would say about 750 first, as you would load your passengers. If you had every berth occupied, she would carry more; but, as you would load her, about 750 first class, about 500 second class, and about 1,000 third class, or 1,200 third class.

It would depend entirely on the way you sell your rooms in the first and second class.

Senator SMITH. Will you, for the information of the committee, tell us how this distinction is made in accommodations?

Mr. FRANKLIN. The distinction is made, in the first place, down below in the house; there are partitions or doors in the companion-ways.

Senator SMITH. What is that called?

Mr. FRANKLIN. How do you mean? They are called bulkheads with doors.

Senator SMITH. Yes.

Mr. FRANKLIN. Then, at certain places on the upper decks——

Senator SMITH. Are there any berths down there?

Mr. FRANKLIN. Yes; I am speaking of the places, now, below decks, where the cabins are.

Senator SMITH. Exactly.

Mr. FRANKLIN. Then, on the upper decks, the space may be separated by a railing, or in some ships by well decks, which separate the houses.

Senator SMITH. Yes.

Mr. FRANKLIN. That is the only thing.

The whole equipment is entirely different. There are different accommodations, you know.

Senator SMITH. What is the difference in cost of transportation from Southampton to New York, if any, in these various classes?

Mr. FRANKLIN. They all vary. Ships are rated. Each ship is rated with a minimum rate in the first and second class.

Senator SMITH. I refer particularly to the *Titanic*.

Mr. FRANKLIN. All right, sir. You want to compare the *Titanic* to what ship?

Senator SMITH. I do not care to compare it to any ship. I would like to know, if you can tell me, what it costs a passenger, to come from Southampton to New York, first class, second class, and third class.

Mr. FRANKLIN. That is what I was trying to get at.

Mr. BURLINGHAM. By the *Titanic*.

Mr. FRANKLIN. In the case of the *Titanic*, the lowest rate at which the *Titanic* would carry a first class passenger was \$125. That is the minimum rate.

Senator SMITH. What does that include?

Mr. FRANKLIN. That includes everything. It includes a berth, in with one or two other people, or something of that sort, not a room for a man to himself.

Senator SMITH. And it includes meals also?

Mr. FRANKLIN. Also meals; everything. It includes everything. It is inclusive.

Senator SMITH. And service?

Mr. FRANKLIN. And service. It includes everything. As far as the second-class passenger rate is concerned, I think it was \$66 on the same basis, and including everything. The third-class rate is about \$40.

Senator SMITH. What about the steerage?

Mr. FRANKLIN. That is what I say; the third class or steerage rate was about \$40. It varies.

Senator SMITH. And I should also like to ask about their accommodations. Can you describe them?

Mr. FRANKLIN. They are separated in the same way, either below a deck or they are separated by a bulkhead with doors in it; and when you get to the upper deck, they have certain spaces on the ship which are separated by rails.

Senator SMITH. Did you ever see the *Titanic*?

Mr. FRANKLIN. Never. I have never been aboard her.

Senator SMITH. You have accurate descriptions of her, I suppose?

Mr. FRANKLIN. I have seen photographs of her, and so on.

Senator SMITH. I suppose your office has been fully advised as to her general character?

Mr. FRANKLIN. Yes; but, of course, we have not been so fully advised about the *Titanic*, because we already had the *Olympic*, and the *Titanic* is practically a sister ship of the *Olympic*.



Senator SMITH. I think I understood you to say that you did not receive any wireless messages from the *Carpathia* at all until Capt. Rostron's message to the Cunard Line?

Mr. FRANKLIN. In this way: We called up several times. We called the Navy Department at Newport and asked them if they could not ask the captain of the *Carpathia* by wireless through the Navy steamer that was going out there, the *Salem*, to try to get us some further information about the third-class and the crew aboard the *Carpathia*.

We were trying in all directions, through the Cunard Line, through the Navy Department, through every source of information we could think of, to get information of the third class and crew on the *Carpathia*, to get their names.

Senator SMITH. Is this Newport office a postal office of the Marconi company?

Mr. FRANKLIN. No, sir; it is a United States torpedo station, as I understand it.

Senator SMITH. And you appealed through that station?

Mr. FRANKLIN. We telephoned; yes, three or four times.

Senator SMITH. Did you receive any results?

Mr. FRANKLIN. My recollection is that we got telephone replies to one or two of those messages—that the captains had reported that they had done everything they could.

Here is one now:

Message delivered to *Carpathia* through *Chester*. *Chester* answers that complete list of freight and second-class passengers and crew sent ashore by *Carpathia*. *Chester* states will send list of first-class passengers when received from *Carpathia*. *Chester* in communication with *Carpathia*.

That is signed "Torpedo Station," and addressed "White Star Line, New York." It is from Newport, April 17, 1912.

Senator SMITH. I would like to have that marked for identification.

The telegram referred to was marked by the stenographer "F. R. H. No. 1, April 22, 1912."

Mr. FRANKLIN. Here is another addressed "White Star Line," from Newport, R. I., April 17, reading:

WHITE STAR LINE, N. Y. C.:

*Chester* reports in communication with *Carpathia* repeatedly. Asks *Carpathia* for list of third-class passengers. Request not complied with. Will try again. *Carpathia* in communication with shore stations.

And it is signed: "Torpedo Station." That was received April 17.

Our whole anxiety at the time was to try to get the names of the people.

Here is another telegram from the torpedo station:

*Titanic* passengers on *Carpathia*. List incomplete. Communication interrupted. Will forward further information as received. Sending expression your wishes.

That is addressed "White Star Line" and signed "Torpedo Station."

Senator SMITH. What date is that?

Mr. FRANKLIN. That is dated Newport, April 17, 1912, 4.36 a. m.

Senator SMITH. Do you know anything about an attempt on the part of the President of the United States to get into communication with the *Carpathia*?

Mr. FRANKLIN. I do not, sir. We had some telegrams from the President regarding Maj. Butt, and we answered them as promptly as we could. That is all.



Senator SMITH. I would like this record to show whether yourself or any officer of your company, at any time before the landing of the *Carpathia*, received any message from any person asking that the *Cedric* should be held in New York until the arrival of the *Carpathia*?

Mr. FRANKLIN. Yes, sir.

Senator SMITH. From whom?

Mr. FRANKLIN. Here is a telegram: “Steamship *Carpathia*, April 17, 1912.”

Senator SMITH. What is the hour?

Mr. FRANKLIN. 5.35 p. m. is stamped on here.

Most desirable *Titanic* crew aboard *Carpathia* should be returned hom earliest moment possible. Suggest you hold *Cedric*, sailing her daylight Friday unless you see any reason contrary. Propose returning in her myself. Please send outfit of clothes, including shoes, for me to *Cedric*. Have nothing of my own. Please reply.

YAMSI.

One word in this telegram reads “and.” I have read it as “any,” because there is no doubt that that is what it was. It was under-scored when it was handed to me, showing that it was evidently a mistake.

Senator SMITH. Whose code or cipher signature is that?

Mr. FRANKLIN. That is Mr. Ismay’s signature or cipher.

Senator SMITH. Was any reply made to that?

Mr. FRANKLIN. “Ismay, *Carpathia*.” April 17, 1912, 8 p. m., we sent it.

Senator SMITH. What date is that?

Mr. FRANKLIN. April 17. That is in reply to this other one.

Senator SMITH. That was Wednesday?

Mr. FRANKLIN. That was Wednesday evening. Did you want me to read it?

Senator SMITH. Yes, please.

Mr. FRANKLIN (reading):

ISMAI, *Carpathia*:

Have arranged forward crew *Lapland*, sailing Saturday, calling Plymouth. We all consider most unwise delay *Cedric*, considering all circumstances.

Senator SMITH. Who sent that?

Mr. FRANKLIN. It is signed “Franklin.”

Senator SMITH. Did you get any reply to that?

Mr. FRANKLIN. I think the best way is just to read all these telegrams as they come.

Senator SMITH. I wish you would.

Mr. FRANKLIN. They are a little mixed up.

Senator SMITH. I want that story in the record.

Mr. FRANKLIN. The best way to do that is to read all these telegrams as they come here, and not say which is the reply.

Senator SMITH. All right. Just proceed, keeping in mind that we want the date and the person to whom and from whom the telegram was sent, and the signature.

Mr. FRANKLIN. I will.

Senator SMITH. Give them in chronological order, if possible.

Mr. FRANKLIN. I am a little doubtful about that; but to the best of our knowledge and belief they are in order. [Reading:]

Send responsible ship officer and 14 White Star sailors in 2 tugboats—

Senator SMITH. You did not give the name of the person to whom that message is addressed.

Mr. FRANKLIN. This is via Woods Hole, Mass., steamship *Carpathia*, via Siasconsett, Mass., and addressed, “Islefrank, New York.” That is our cable address, or one of them.

Senator SMITH. Were you communicating through a Government station?

Mr. FRANKLIN. We did not care. We were filing the message with the wireless people, and we did not care how they went. [Reading:]

Send responsible ship officer and 14 White Star sailors in 2 tugboats to take charge of 13 *Titanic* boats at quarantine.

YAMSI.

5.35 A. M.

I do not see the date there.

Senator SMITH. Pardon me, right there. Was “Yamsi” a registered signature—a signature previously used—or was it in use for the first time then?

Mr. FRANKLIN. It is a registered signature abroad, and it is a signature that we all know for Mr. Ismay’s address. Whether it is registered in New York or not I could not say, but it is not used by us very much over here. It is used entirely on the other side.

Senator SMITH. And it indicates what?

Mr. FRANKLIN. It indicates that if you send a telegram addressed “Yamsi, Liverpool,” it will be delivered to Mr. Ismay himself.

Senator SMITH. Yes; and if signed “Yamsi,” what does that indicate?

Mr. FRANKLIN. It indicates that it has been sent by Mr. Ismay.

Senator SMITH. All right.

Mr. FRANKLIN. That is my understanding of it. It is not the word we usually send over here.

This telegram is addressed to the Steamship *Carpathia*, Woods Hole, Mass., April 18, addressed to Islefrank, New York:

Please join *Carpathia* quarantine if possible.

YAMSI.

3.35 a. m.

STEAMSHIP “CARPATHIA,” VIA SIASCONSETT, MASS.,  
April 18, 1912.

ISLEFRANK, New York:

Very important you should hold *Cedric* daylight Friday for *Titanic* crew. Reply.

YAMSI.

8 a. m.

STEAMSHIP “CARPATHIA,”  
New York.

ISLEFRANK, New York:

Very important you should hold *Cedric* daylight Friday for *Titanic* crew. Answer.

YAMSI.

STEAMSHIP “CARPATHIA,” VIA SIASCONSETTS, MASS.

ISLEFRANK, New York:

Think most unwise keep *Titanic* crew until Saturday. Strongly urge detain *Cedric* sailing her midnight if desirable.

YAMSI.

That is April 18. All of these are April 18.

Senator SMITH. That was Thursday, the 18th.

Mr. FRANKLIN. Yes, sir [continuing reading]:

“CARPATHIA,” VIA SIASCONSETT, MASS.

And there are just the two figures there “18” after that. It does not say anything else. It is addressed:

ISLEFRANK, *New York*:

Unless you have good and substantial reason for not holding *Cedric*, please arrange to do so. Most undesirable have crew *New York* so long.

No signature.

Senator SMITH. To whom was that addressed?

Mr. FRANKLIN. That is addressed in the usual way: “Islefrank, *New York*.”

Then this telegram:

ISMAY, *Carpathia*:

Regret after fullest consideration decided *Cedric* must sail as scheduled. Expect join *Carpathia* at quarantine, but can not remove boats, as everything arranged for steamer proceed dock immediately.

Signed “Franklin.”

That is all on that subject, sir.

Senator SMITH. What are the other messages you have there?

Mr. FRANKLIN. The others are:

Suggest senior surviving navigating officer prepare brief statement facts ready for us upon arrival quarantine.

That is addressed to Mr. Ismay, steamship *Carpathia*, and signed “Franklin.”

The next one was one I sent to Mr. Ismay on the *Carpathia*. And I wish to say that I do not think any of these later ones were delivered, that I am reading now:

ISMAY, *Carpathia*:

Concise Marconigram account of actual accident greatly needed for enlightenment public and ourselves. This most important.

FRANKLIN.

That was sent at 4.45 o'clock p. m. April 18.

The next one is:

STEAMSHIP “CARPATHIA,” VIA SIASCONSETT,  
April 18.

ISLEFRANK, *New York*:

Widener not aboard. Hope to see you quarantine. Please cable wife am returning *Cedric*.

YAMSI.

The next one is:

BRUCE ISMAY, *Carpathia*:

Extremely sorry authorities decline allow me aboard steamer quarantine. We have made all possible arrangements facilitate landing of the passengers. Will meet you at pier.

FRANKLIN.

Senator SMITH. Are those all of the telegrams you received from the *Carpathia*, or from any officer of your company aboard the *Carpathia*, or any member of the crew or any of the passengers?

Mr. FRANKLIN. Right, sir. Every one.

Senator SMITH. Please hand those to the stenographer.

Mr. FRANKLIN. Yes, sir. I mean to say, in addition to the telegrams that we have testified to as trying to convey our wish to the captain for information about the matter.

Senator SMITH. Exactly. Was that all that you sent?

Mr. FRANKLIN. No, sir. Here is one more that I find here.

Senator SMITH. Read it, please.

Mr. FRANKLIN (reading):

BRUCE ISMAY, *Steamer Carpathia*—

Senator SMITH. What is the date, please?

Mr. FRANKLIN. April 17, 1912, 3.30 p. m.

So thankful you are saved, but grieving with you over terrible calamity. Shall sail Saturday to return with you. Florence cable ends. Accept my deepest sympathy horrible catastrophe. Will meet you aboard *Carpathia* after docking. Is Widener aboard?

FRANKLIN.

Where I read “Florence cable ends,” that refers to a cable received from Mrs. Ismay, to convey that to Mr. Ismay. And then we put in these two words, “Cable ends.”

Senator SMITH. Are there any other messages there?

Mr. FRANKLIN. No, sir.

Senator SMITH. Those are to be filed with the committee.

Mr. KIRLIN. May we make a suggestion, Senator? I think Mr. Franklin has omitted one message, from Mr. Ismay himself, announcing the loss. That was not received for two or three days.

Mr. FRANKLIN. That was a message not in connection with this *Cedric* matter at all. This was a message received from Mr. Ismay.

Mr. KIRLIN. When?

Mr. FRANKLIN. This message was dated “Steamship *Carpathia*, April 17,” and addressed to “Islefrank.”

Mr. BURLINGHAM. And received when?

Mr. FRANKLIN. Received on the 17th. [Reading:]

Deeply regret advise you *Titanic* sank this morning after collision iceberg, resulting serious loss life. Further particulars later.

BRUCE ISMAY.

9.58 a. m.

That was evidently sent by Mr. Ismay.

Senator SMITH. On what date?

Mr. FRANKLIN. I shall give it to you. That was evidently sent by Mr. Ismay immediately or very shortly after the accident, but was not received by us until 9 a. m. of the 17th, Wednesday.

Senator SMITH. Are those all of the communications received from any officer of your company or any member of the crew, or any passengers aboard the *Carpathia*, from the time of the sinking of the *Titanic* until the *Carpathia* reached New York?

Mr. FRANKLIN. To the best of my knowledge and belief, they are all of the telegrams.

Senator SMITH. Will you file them with us?

Mr. FRANKLIN. Yes.

Senator SMITH. Do you know whether they are all that were sent?

Mr. FRANKLIN. Of course, they are all I received.

I understand, Senator, that these have nothing to do with our telegrams received in giving the list of passengers.

Senator SMITH. I understand these are messages of a little different character.

Mr. FRANKLIN. These are the only messages we received from any passengers, any member of the crew, any Marconi operator, or anything of that kind on the *Carpathia*.

Senator SMITH. Exactly.

Mr. FRANKLIN. Or sent to them.

Senator SMITH. In routine telegrams, do you address Mr. Ismay as “Yamsi”?

Mr. FRANKLIN. We never use, between here and Liverpool, or when Mr. Ismay is abroad, the word “Yamsi” at all. It is a word used in England and abroad. We have knowledge that that is his address that is used frequently in England, but not over here.

Senator SMITH. Have you instructions as to the use of “Yamsi” or “Ismay”?

Mr. FRANKLIN. I never use the word “Yamsi.”

Senator SMITH. But have you any instructions in regard to the matter?

Mr. FRANKLIN. I have no instructions.

Senator SMITH. I understood you to say that the *Cedric* departed in accordance with the last telegram that you sent to the *Carpathia* before the arrival of the *Carpathia*.

Mr. FRANKLIN. The *Cedric* departed at noon on Thursday.

Senator SMITH. And the *Carpathia* arrived at the dock in New York when?

Mr. FRANKLIN. At about 9.30 p. m. on Thursday.

Senator SMITH. Did Mr. Ismay ask you to make other arrangements for his immediate departure for England?

Mr. FRANKLIN. I had no communication from Mr. Ismay about his departure for England, except the communications that I have read off to you here.

Mr. Ismay never mentioned his personal departure, except in the first telegram and the telegram which he asked us to convey to Mrs. Ismay. He left the departure of himself entirely to us—the question of his departure—as I understood it. His personal departure was left to us.

Senator SMITH. What did you determine about it?

Mr. FRANKLIN. We determined it would be a very unfortunate thing to attempt to hold the *Cedric* and hurry the crew on board or agree to Mr. Ismay's sailing under the present circumstances, with which Mr. Ismay, as we knew, was not in any way familiar. We were here, and we were hearing the criticism. We knew what was being said, but Mr. Ismay had no knowledge or information regarding that. We realized the necessity of getting the crew off, which was just what we wanted done in every other case of the kind and what every shipowner would do.

Senator SMITH. When did you first know of the official investigation that was proposed?

Mr. FRANKLIN. I first knew of the official investigation, I will say, about 2 o'clock on Thursday. I could not exactly fix the time, but I think it would have been about 2 o'clock on Thursday.

Senator SMITH. Did you communicate that fact to your company?

Mr. FRANKLIN. I do not think I did. I may have by cable that night to Liverpool after it was all over.

Senator SMITH. That is what I mean.

Mr. FRANKLIN. Yes, sir.

Senator SMITH. Did you communicate to your company the purpose to make an official inquiry?

Mr. FRANKLIN. I may have to Liverpool that night. I think I did.

Senator SMITH. And did you communicate that fact to Mr. Ismay?

Mr. FRANKLIN. After I got on the *Carpathia*.

Senator SMITH. Mr. Franklin, Senator Perkins desires to ask you a few questions.

Mr. PERKINS. I want to ask you whether you had the *Titanic* constructed under the British Lloyds and Bureau Veritas?

Mr. FRANKLIN. I am sure she was not constructed under the Bureau Veritas, and I do not think she was constructed under the Lloyds; because these steamers are all in excess of the Lloyds requirements.

Senator PERKINS. Is she entitled to a subvention from the Government?

Mr. FRANKLIN. Yes.

Senator PERKINS. She was constructed under the direction of a naval officer, then?

Mr. FRANKLIN. Not necessarily. In my opinion, that is a matter——

Senator PERKINS. If she were entitled to a subvention, it would be necessary for her to be constructed in accordance with the rules and regulations of the Navy Department, as I understand it.

Mr. FRANKLIN. There is some requirement of that kind, but I can not give you information regarding that.

Senator PERKINS. As to her equipment?

Mr. FRANKLIN. As to her equipment. It has to be in accordance with the Board of Trade rules.

Senator PERKINS. In other words, in accordance with the British law?

Mr. FRANKLIN. Yes; and her equipment was in excess of those requirements.

Senator PERKINS. She was fully equipped in accordance with the requirements of the British Board of Trade?

Mr. FRANKLIN. She was equipped in excess of the requirements of the law of the British Board of Trade.

Senator PERKINS. And that is based upon the British law, of course?

Mr. FRANKLIN. That is based upon the British law, of course.

Senator PERKINS. In regard to this matter of a Government subvention you say you have no knowledge of her having been built under the direction of the Navy Department?

Mr. FRANKLIN. I have no knowledge as to what the requirements of the Navy Department are in connection with the subvention. There is some provision, I believe, in regard to the strengthening of the ship.

Senator PERKINS. All merchant ships are required to be constructed under the requirements of the British Lloyds?

Mr. FRANKLIN. No, sir——

Senator PERKINS (continuing). In order to get a rating. They are obliged to, in this country.

Mr. FRANKLIN. Not the British Lloyds in this country.

Senator PERKINS. The American Lloyds.

Mr. FRANKLIN. Not necessarily.

Senator PERKINS. They have to do it, to get the advantage of the subsidy, do they not?

Mr. FRANKLIN. That policy is pursued, under the British Lloyds, in regard to the construction, very largely by people having tramp steamers and other steamers of that type, but when you get down to this more expensive and better type of steamers, they are so far in



excess of any regulations that there is nothing to be accomplished by having that done. But they can always be put under these regulations if you want them to be.

As far as the board of trade is concerned, in regard to the protection for life, no ship can sail from England without the board of trade certificate. That is the law of England.

Senator PERKINS. They can not be cleared from the customhouse without the certificate?

Mr. FRANKLIN. No, sir. They would not be allowed to carry any passengers unless they had the board of trade certificate.

Senator PERKINS. And entered in the customhouse, of course?

Mr. FRANKLIN. Yes; and nailed in a prominent place on the steamer.

Senator PERKINS. That is all.

Mr. FRANKLIN. I would like to get clearly before you that the board of trade certificate which is the law of England is entirely different from the classification under Lloyds, which is purely the commercial problem. The one is the law. The other is purely a business matter.

Senator PERKINS. One is a set of rules and regulations?

Mr. FRANKLIN. The board of trade rules and regulations. That is the law. This ship was in excess of the requirements of the law in every particular at that time.

Senator BOURNE. Is the White Star a British company?

Mr. FRANKLIN. The Oceanic Steam Navigation Co.—

Senator BOURNE. I am speaking of the White Star Line itself. Is the White Star Line a corporation?

Mr. FRANKLIN. It is a trade name; yes, sir.

Senator BOURNE. It is just a trade name?

Mr. FRANKLIN. Yes, sir.

Senator BOURNE. The company is the Oceanic Steam Navigation Co.?

Mr. FRANKLIN. Yes.

Senator BOURNE. Owner of the White Star Line?

Mr. FRANKLIN. Right.

Senator BOURNE. A British company?

Mr. FRANKLIN. Right.

Senator BOURNE. And the stock is held there?

Mr. FRANKLIN. Yes, sir.

Senator BOURNE. The International Mercantile Marine Co. is interested in that stock, is it?

Mr. FRANKLIN. They are the holding company.

Senator BOURNE. Through the subsidiary companies is the ownership of the Oceanic Steam Navigation Co. in the International Mercantile Marine?

Mr. FRANKLIN. The Oceanic Steam Navigation Co. is the managing company, the controlling company, the owning company of the White Star Line. That is the trade name under which the steamers run as a trade name.

The stock of the Oceanic Steam Navigation Co. is owned by the International Navigation Co. (Ltd.) of England, of Liverpool.

Senator BOURNE. And the stock of the company is owned by whom?

Mr. FRANKLIN. It is controlled and owned by the I. M. M. Co., through the bondholders.



Senator BOURNE. That is, through the International Mercantile Marine Co.?

Mr. FRANKLIN. The International Mercantile Marine Co. of New Jersey.

Senator BOURNE. That is an American company?

Mr. FRANKLIN. That is an American company.

Senator BOURNE. Is the management of the International Mercantile Marine Co. dictated from the United States or from the Liverpool office?

Mr. FRANKLIN. The policy, the management, from that point of view, is dictated by the president, Mr. Ismay, whose headquarters are in Liverpool.

Senator BOURNE. That is, the practical management?

Mr. FRANKLIN. The practical management.

Senator BOURNE. The general management or the general policy would be dictated by the International Mercantile Marine Co. in New York, would it not—from their office?

Mr. FRANKLIN. All the questions regarding operation or management of the company are left to Mr. Ismay, the president.

Senator BOURNE. That is, the practical management?

Mr. FRANKLIN. Yes.

Senator BOURNE. If you were going to increase the stockholdings, if you were going to invest several million dollars in new ships, you would decide it in New York, would you not?

Mr. FRANKLIN. If we were going to invest several million dollars in new ships, Mr. Ismay——

Senator BOURNE (interposing). Would make his recommendation?

Mr. FRANKLIN. He would probably make his recommendation.

Senator BOURNE. But the decision would be with the New York company, however?

Mr. FRANKLIN. Not necessarily.

Senator BOURNE. Is it customarily? In building the *Titanic*, who decided the matter?

Mr. FRANKLIN. In building the *Titanic*? I could not tell you exactly how it was decided, but it was led up to in this way: Mr. Ismay, no doubt, consulted with the various directors, and it was decided that it would be desirable to follow out his recommendations and construct two steamers, the *Olympic* and the *Titanic*. That met with the approval of the board of directors.

Senator BOURNE. The action was taken by the board of directors in New York?

Mr. FRANKLIN. They, in confirming Mr. Ismay's action, did that; yes, sir.

Senator BOURNE. They vitalized the action or recommendation?

Mr. FRANKLIN. They confirmed his action.

Senator BOURNE. He could not have taken the action, but for their authority, could he? He would not have done so, as a matter of fact?

Mr. FRANKLIN. I do not think he would have done so.

Senator BOURNE. No. Was there any direction or request sent from the management or anything connected with the International Mercantile Marine or any of the subsidiary companies to try to make a speed record on the *Titanic*?

Mr. FRANKLIN. Not the slightest, and never would be in the first voyage. She never would be pressed.

Senator BOURNE. From the experience incident to the *Titanic* disaster, have you or your associates come to any conclusion as to laws, policies, or regulations which, if internationally adopted, would minimize the possibility of repetitions of such a catastrophe?

Mr. FRANKLIN. I think the fairest way for me to answer that question is this: That since the accident to the *Titanic* we have been absolutely overwhelmed, first in distress matters, to do everything we could for everybody, and the only precaution or action that we have taken is that Mr. Ismay authorized, last Friday, and instructed the managers abroad to immediately ship all of the I. M. M. Co.'s steamers with lifeboats and life rafts enough to carry every passenger and every member of the crew. Further than that we have not gone.

Senator BOURNE. Those new instructions were based upon your conclusions, I assume, that it was impossible to make a nonsinkable ship?

Mr. FRANKLIN. Based upon a conclusion that nobody ever for one moment realized that an accident of this kind could have happened. There was nothing further from the minds of everybody than that an accident of this kind could take place. We never thought, until we got Capt. Haddock's message in the first place, that the ship could go down, and, in the next place, that there would be any material loss of life. This has demonstrated an entirely new proposition that has to be dealt with—something that nobody had ever thought of before. These steamers were considered tremendous lifeboats in themselves. This vessel was constructed as only three other ships have been constructed, and they are all owned by the White Star Line.

Senator BOURNE. Have you come to any conclusion in your own mind that any individual was responsible in any direction or in any manner for this catastrophe?

Mr. FRANKLIN. I do not see how you can blame anybody. You have the best commander; you have everybody aboard that was interested in the ship; there is no reason to feel that every precaution would not be taken. You had no instructions to force the ship; you had nothing for which you can blame yourself at all.

Senator BOURNE. You say the *Titanic* cost, complete, one million and a half pounds, in round numbers. What was she insured for?

Mr. FRANKLIN. She was insured for, in round numbers, £1,000,000, the balance being carried by the I. M. M. Co., under our own underwriting scheme.

Senator BOURNE. You say Harlan & Wolf built your ships on a percentage basis. They construct plans and submit them to you, and you determine, and then your representatives, I presume, oversee the construction of the ship, and they get an added percentage of the cost? So it is to their advantage to make the ship, from a dollar standpoint, cost as much as possible, is it not?

Mr. FRANKLIN. Right, sir.

When you say that I do this, you mean, of course, that the company, in its ramifications, does this. The owner of the ship does this; the owning company?

Senator BOURNE. Yes.

Mr. FRANKLIN. There is every reason why Harlan & Wolf would be very glad to put anything under Heaven on the ship, because the more they put on it the more they make.

Senator BOURNE. What percentage is customary for Harlan & Wolf to receive on the cost?

Mr. FRANKLIN. I think it is 5 per cent. It is covered by an agreement.

Senator BOURNE. Have you any knowledge as to whether precautionary measures were taken by the officers of the ship after word was received of the vicinity of icebergs and ice floes?

Mr. FRANKLIN. I have no doubt of that, because of what we have gotten from the testimony before you. As I say, I have not had any talk about the matter with any of the officers and men. I have not had any conversation with them about the matter.

Senator BOURNE. Have you or your associates come to any conclusion as to improvements that can be made in legislation that would minimize the possibility of the repetition of a catastrophe of this nature?

Mr. FRANKLIN. No, sir; because, as I have just said, we have had no time to thoroughly discuss that.

Senator BOURNE. You have not had the time?

Mr. FRANKLIN. We have not had the time to do it. We can only say this: That everything we have is open, and we will give you every assistance that we possibly can, in every way. If there are any suggestions that we can make, or any matters in regard to which you desire our opinion, or anything of that kind, we will get our experts to give it to you.

We are not experts ourselves. That is what I would like to have you understand.

Senator BOURNE. The only deduction you have made is that it is impossible to build a nonsinkable ship?

Mr. FRANKLIN. It looks so to-day, from this experience. If you had asked me that a week ago I would have said no. I would have said we had them.

Senator BOURNE. You gave the minimum cost of the first, second, and third class passage on the *Titanic*. What are the maximum costs?

Mr. FRANKLIN. That would run up to anything. It depends entirely upon circumstances and conditions.

Senator BOURNE. It depends upon the furnishing of the room, I suppose?

Mr. FRANKLIN. A man might want a room and bath and sitting room for himself and his servant. Another man might come along and say: "I want these two rooms and bath and sitting room, and I want to put five people in them or four people in them." Each of the rooms has two single beds in it. It is entirely a question of what taste each person has and what his requirements are, and what accommodations they want in the way of space.

Senator BOURNE. And the length of purse would also be a factor?

Mr. FRANKLIN. We can not determine that. We like to get all we can, of course.

Senator SMITH. Before you leave the stand, Mr. Franklin, are you able to answer whether this ship was equipped with searchlights?

Mr. FRANKLIN. I do not think she was. I never heard of her being equipped with searchlights.

Senator SMITH. Is it customary to equip your vessels with searchlights?

Mr. FRANKLIN. I never heard of a trans-Atlantic liner being equipped with searchlights.

Senator, have you cleared up as much as you want to in regard to this *Cedric* matter? A good deal has been said about that, and I think there has been a terrible mistake made, an awful mistake made there; and I would like to clear it up if you care to go into it further.

Senator SMITH. Right now?

Mr. FRANKLIN. If you wish; yes.

Senator SMITH. We will take it up after luncheon, or now.

Senator BOURNE. I suggest that the gentleman clear up the matter on his own statement, stating what he thinks is necessary to do.

Senator SMITH. Now?

Senator BOURNE. Let him state where the misunderstanding is and what he thinks is necessary to clear it up.

Mr. FRANKLIN. Criticism has been seriously made to the effect that those messages were sent entirely with the idea of getting the crew away, and of Mr. Ismay's also getting away on account of what information might come out from the crew.

I want to say that that was not in Mr. Ismay's mind. Everybody realizes the importance of getting these members of the crew away from the country at the earliest possible moment. We were not sailing a White Star steamer for another week, but we did change the schedule of the *Lapland* on Tuesday and sent her to Plymouth to take the mails. We thought we could get them out by Saturday.

As far as Mr. Ismay personally is concerned, he left his own personal movements entirely to us.

As far as the crew are concerned, it is the duty of everybody connected with the steamers to get a crew, under such circumstances, out of the country just as quickly as it can be done. We have always tried to do that.

Senator SMITH. On that point, have you cabled your London office any directions regarding the crew?

Mr. FRANKLIN. You asked me on Saturday night to get for you the name and address of every man going home on the *Lapland*?

Senator SMITH. Yes.

Mr. FRANKLIN. I told the manager of our steamship department yesterday morning there to assure himself that he had that and would send it down, or to cable over so that it would be gotten before the ship gets there. Is that what you are driving at, Senator?

Senator SMITH. That is what I want in the record.

I would also like the statement in the record of your offer to furnish for this committee any surviving officer, any officer or member of the crew whom we may desire to examine.

Mr. FRANKLIN. We assure you that we will give you all the information you desire, and we will see that anybody under our control that you desire to appear before you does so appear.

Senator SMITH. That is my understanding.

Mr. FRANKLIN. If that is not as strong as you want it——

Senator BOURNE. That is a voluntary offer on the part of the company?

Mr. FRANKLIN. We made that offer to Senator Smith the moment we saw him at the gang plank of the *Carpathia*. To the best of my knowledge and belief, I told you that we would cooperate with you in

every way, and be very glad to have anybody you wanted appear before you.

Senator SMITH. Then there has been no attempt by your company or any officer or subordinate of your company to spirit away any member of the crew or any surviving officer of the *Titanic*?

Mr. FRANKLIN. To the best of my knowledge and belief, no.

Senator SMITH. I think you had better put into the record your motive in wanting to get these men out of the country.

Mr. FRANKLIN. Men arriving under these extraordinary circumstances, not being on articles, are very difficult, at times, to control, because a great many people are running after them for stories, and making them presents, and taking them out in the street. They stray away, and they get into endless trouble; and they are not controllable as are seamen and firemen ordinarily from a ship when it is in the dock under the command of an officer, and everything of that sort.

It is the duty of every owner or representative of an owner of a steamship, under similar circumstances, to get those men out of these temptations, and to get them away to their own homes and their own people, and where they can go back again and sign on another ship, and go to sea.

Senator SMITH. Is that the sole motive that you had in wanting to get them out of the country?

Mr. FRANKLIN. That is the only motive I had. I never thought anything about anything else.

Senator BOURNE. In a case like that, if you have a sister ship, or a ship of the same company, it is used as the home of your employees, and the method of transporting them to their homes?

Mr. FRANKLIN. Yes. As quickly as we can get them back.

Senator BOURNE. That is quite the custom?

Mr. FRANKLIN. Yes. If we have a steamer coming in from the Mediterranean, and we do not need the crew, we send them on somebody else's line, or get them to Boston; we get them away. We do not want to have them a minute longer than we have to.

Senator SMITH. So far as you know, are these men who are survivors of the *Titanic* to be reemployed by your company?

Mr. FRANKLIN. They will certainly be reemployed if they appear for service.

Senator SMITH. Are they still in your service?

Mr. FRANKLIN. No, sir; technically speaking, they are not, for the reason that the moment a ship goes down, the men's wages cease. But we, of course, take care of them.

There is one other thing I would like to say, and that is this: I think you gentlemen will realize that, under the conditions of this fearful disaster, no man in the crew could tell any story that could do us any harm. Here were all the passengers, and everybody else, who were there, and what difference would it make to us what the crew said? The worst thing they could say could not remedy the matter; could not help the matter, in any way, shape or form.

Senator SMITH. You consider that anything they might say would be simply cumulative?

Mr. FRANKLIN. Yes; as far as I am personally concerned, I can say that I did not care a bit what the members of the crew said.

Senator FLETCHER. You said that as soon as the ship went down, the wages of the men ceased, but that you took care of them. Is



there not an English law that gives them a remedy, and provides for the payment of so much a week under such circumstances?

Mr. FRANKLIN. I am not clear on that, without looking it up. We have to return them, and do all these things. They would have to go to the British consul in regard to that. I could not give you all the ramifications on that. The articles end when the ship goes down.

Senator SMITH. I will ask you to hold yourself in readiness to resume the stand after the recess, Mr. Franklin: We will now take a recess until 3 o'clock.

Whereupon, at 1.30 o'clock p. m., a recess was taken until 3 o'clock p. m.

AFTERNOON SESSION.

The committee met, pursuant to the taking of recess, at 3.15 o'clock p. m.

The CHAIRMAN. Mr. Franklin, will you kindly resume the stand? Senator Bourne, have you finished?

Senator BOURNE. Yes.

Senator BURTON. Mr. Franklin, the *Titanic* was divided into 15 compartments by transverse partitions, as I understand it?

Mr. FRANKLIN. Right.

Senator BURTON. Is there any way of telling how many of those different water-tight compartments were opened up by this collision, or what is your best estimate, if there is no way of telling?

Mr. FRANKLIN. I do not think there is any way of telling, from anything I have heard. You may find, in examining the officers—you might get some information on that subject, but I doubt if you will; and as far as I am concerned, I do not think you can estimate. I think—it might be a guess—five or six.

Senator BURTON. That is your best estimate?

Mr. FRANKLIN. We can show you the general plan of the *Olympic*, which would show you those compartments.

Senator BURTON. Mr. Franklin, you were quoted in the papers of the afternoon of Monday as saying there was a sufficient number of lifeboats on the *Titanic* to take away all the passengers and crew on board—did you make any such statement as that?

Mr. FRANKLIN. I do not remember making any statement of that kind, because I do not think anybody thought there were enough lifeboats to move the entire ship's company, passengers and crew, at the same time—to accommodate them all. Here are the various compartments [indicating on plan]. Here is a plan of the steamer, showing the various compartments. How many of those were damaged and how many were admitting water immediately it is impossible for me to give you the slightest information. Anything I might say to you would simply be a guess.

Senator BURTON. That is all, Mr. Chairman.

Senator FLETCHER. I have just a few questions. When was the International Mercantile Marine Co. organized?

Mr. FRANKLIN. 1902, sir.

Senator FLETCHER. A foreign corporation?

Mr. FRANKLIN. The International Mercantile Marine Co. is a New Jersey corporation.

Senator FLETCHER. You have held the position of vice president, then, since it was organized?

Mr. FRANKLIN. Not immediately. My recollection is about six or seven months after the organization was completed.

Senator FLETCHER. Prior to that time were you connected with any shipping interests?

Mr. FRANKLIN. I was connected with the Atlantic Transport Line, which is a subsidiary company of the International Mercantile Marine Co.

Senator FLETCHER. Your position is the highest office in that company in America?

Mr. FRANKLIN. In America; yes, sir.

Senator FLETCHER. Mr. Ismay's official relation is what?

Mr. FRANKLIN. He is president of that company.

Senator FLETCHER. He is managing director, also, of the White Star Line?

Mr. FRANKLIN. Of the Oceanic Steam Navigation Co., which is the White Star Line.

Senator FLETCHER. This position of managing director is one which rather combines both the duties of a president and also a general manager of a corporation, does it not?

Mr. FRANKLIN. Yes, sir; he is the head of that particular corporation, absolutely.

Senator FLETCHER. So that he was the highest official of that corporation on board the *Titanic* at the time she went down?

Mr. FRANKLIN. Right, sir.

Senator FLETCHER. Did you know when it was intended to have the *Titanic* arrive at New York?

Mr. FRANKLIN. I had not the slightest idea. I never had any advices on when the *Titanic* was expected to arrive in New York.

Senator FLETCHER. Your office had no communication, then, with respect to the time it was expected the *Titanic* would arrive?

Mr. FRANKLIN. No, sir.

Senator FLETCHER. You heard nothing either from Belfast or from Southampton?

Mr. FRANKLIN. From nobody.

Senator FLETCHER. Do you know whether or not the *Titanic* reported from time to time during the progress of the voyage to Southampton or Belfast?

Mr. FRANKLIN. That I could not tell you. I would have no knowledge of that whatsoever.

Senator FLETCHER. Would that be customary?

Mr. FRANKLIN. She might report for the first day out to Southampton or Liverpool just where she was, as a matter of form.

Senator FLETCHER. Do you know whether the *Olympic*, for instance, reports on such a voyage as that?

Mr. FRANKLIN. As a rule the steamers do not report except as they are arriving. After they have left the port, as a rule, they do not make any further reports. It is only with a view of being able to advise the friends of passengers, and so forth, regarding the meeting of the ship that that is done.

Senator FLETCHER. Do you know why the communication that was sent in to Cape Race was sent there rather than direct to your office in New York?



Mr. FRANKLIN. For a long time these communications have been sent to the telegraph companies themselves with a view of that being the quickest way to send that information throughout to those who are interested, and report it to the papers, and the maritime exchanges, and so forth. A little later on frequently we get information, when the ship approaches Nantucket, for the sake of argument, or Siasconsett. We might then get a telegram ourselves from the captain saying he is in such and such a position and expects to arrive at Sandy Hook at such and such a time, so that we can make arrangements for receiving them at the dock and notify the friends of passengers. It is a pure matter of form; it is a routine business.

Senator FLETCHER. As I understand, about 20 minutes before 2 on Monday morning the reporter rang you up, and said that they had heard the *Titanic* was sinking, and this came through the steamship *Virginian*—that information?

Mr. FRANKLIN. That was reported to me at that time.

Senator FLETCHER. Via Montreal?

Mr. FRANKLIN. So it was reported to me.

Senator FLETCHER. Can you recall how long after that before you had confirmation of that report?

Mr. FRANKLIN. As I say, I immediately got the dock. Then I at once got the Associated Press, who confirmed the report. Then I got Montreal on the telephone, and I would say in about an hour, or probably three-quarters of an hour, they confirmed that information over the telephone.

Senator FLETCHER. What line did the *Olympic* belong to?

Mr. FRANKLIN. The *Olympic* belonged to the White Star Line.

Senator FLETCHER. And the *Virginian*?

Mr. FRANKLIN. The *Virginian* belongs to the Allen Line.

Senator FLETCHER. That is a competing line?

Mr. FRANKLIN. That is a competing line. When I say a “competing line,” all trans-Atlantic lines are more or less competing, but it is a line running between Canada and England, as a general proposition. Some steamers go to Boston.

Senator FLETCHER. And the *Baltic*?

Mr. FRANKLIN. The *Baltic* is a steamer owned by the White Star Line, the same line. The *Baltic* was bound east and had passed the scene of the disaster.

Senator FLETCHER. You spoke of your marine superintendent this morning, but you did not name him or give his address. Can you do that?

Mr. FRANKLIN. That was in connection with the board of trade inspection, and the marine superintendent, who would have had charge of the board of trade inspection of this ship, would be the man located in Southampton, and his name is Capt. Steele.

Senator FLETCHER. And the home office of the White Star Line is where?

Mr. FRANKLIN. In Liverpool.

Senator FLETCHER. The *Titanic* was registered where?

Mr. FRANKLIN. I think she was registered in Liverpool.

Senator FLETCHER. That is all.

Senator NEWLANDS. Mr. Franklin, how did the speed of the *Titanic* compare with that of the *Lusitania* and the *Mauretania*?

Mr. FRANKLIN. The speed of the *Titanic*, as I understand she was running, was between 3 and 4 miles less than the speed of the *Mauretania* and the *Lusitania*.

Senator NEWLANDS. Less than the maximum speed?

Mr. FRANKLIN. Less than some of their average voyages, I am taking it, and it was never thought by anybody that the *Titanic* would anything like equal the speed of the *Mauretania* and the *Lusitania*; it was never expected by anyone.

Senator NEWLANDS. She had not been put up to her maximum speed on this occasion?

Mr. FRANKLIN. My understanding is she had never been run at her maximum speed.

Senator NEWLANDS. What is the customary speed of these fast steamers in going through fog?

Mr. FRANKLIN. That is entirely under the control and the jurisdiction of the captain, and it is one man's opinion against another man's. It is what the captain of the steamer at the time thinks a prudent speed, considering the density of the fog, and so forth, and anything else he has to govern him.

Senator NEWLANDS. No rules regarding these matters are laid down by the steamship companies?

Mr. FRANKLIN. Yes; the steamship companies have very stringent rules. I think the fairest thing is to read off the White Star rule covering just that sort of a point.

Senator NEWLANDS. Do you have rules covering the question of ice as well as fog?

Mr. FRANKLIN. It covers everything that the commander thinks is in any way hazardous. It is a general rule.

Senator NEWLANDS. Read the rule.

Mr. FRANKLIN. It is rule 101, Mr. Burlingham says. It is as follows:

Commanders must distinctly understand that the issue of these regulations does not in any way relieve them from the responsibility for the safe and efficient navigation of their respective vessels, and they are also enjoined to remember that they must run no risk which might by any possibility result in accident to their ship. It is to be hoped that they will ever bear in mind that the safety of the lives and property intrusted to their care is the ruling principle that should govern them in the navigation of their vessels and that no supposed gaining of expedition or saving of time on the voyage is to be purchased at the risk of accidents. The company desires to maintain for its vessels a reputation for safety and only looks for such speed on the various voyages as is consistent with safe and prudent navigation. Commanders are reminded that the steamers are to a great extent uninsured and that their only livelihood, as well as the company's, depends upon immunity from accident. No precaution which insures safe navigation is to be considered excessive.

Adding to that, I would like to say that I do not believe there is any company crossing the Atlantic that carries such a large proportion of its own insurance as the subsidiary companies of the International Mercantile Marine Co.

Senator NEWLANDS. It is not unusual to have fog the larger part of the way, across the ocean, is it?

Mr. FRANKLIN. Well, I would say that it would be most unusual to have it the larger part of the way. They may have it for a day or two.

Senator NEWLANDS. For a day or two?

Mr. FRANKLIN. Something like that, or possibly longer.

Senator NEWLANDS. Do you know what the custom of these fast ships is when going through fog?

Mr. FRANKLIN. Again, the only thing I can say to that is that it depends upon the commander; it depends upon the man himself and the condition of the fog. I have no accurate information at all on that subject. It is not a matter that comes under our jurisdiction, or a matter that we, who are not the operating people, go into in detail. But they take every possible precaution that they think is necessary, and none of our commanders, I am sure, from all the conversations and so on that I have had with them, ever have any idea that the company wants records made.

Senator NEWLANDS. What is your view from your experience on these ocean trips; is it not the fact that on these fast steamers every trip through fog involves considerable risk?

Mr. FRANKLIN. Of course there is not any doubt that whenever you are in fog there is more or less risk—a fog or a snowstorm—but nevertheless with the ocean tracks that are used, all ships going one way using one track and all ships coming the other way using the other track, and with the wireless telling exactly where on the sea the larger ships are, that risk has been reduced.

Senator NEWLANDS. The dangers that are to be encountered are the danger of collision and the danger of icebergs?

Mr. FRANKLIN. The danger of collision and the danger of icebergs.

Senator NEWLANDS. The danger of icebergs, of course, is the more infrequent condition?

Mr. FRANKLIN. The more infrequent, and of course it is difficult to say about that, because you may have a sailing vessel or something of that kind crossing the track.

Senator SMITH. This morning you spoke of the firm of Ismay & Imrie. Do you know what firm that is?

Mr. FRANKLIN. It was the managing firm of the White Star Line, and when the business of the White Star Line was purchased the business of Messrs. Ismay & Imrie as managers was also included in the purchase, and now you might call it a trade name as much as anything else. It is an empty shell as it stands to-day.

Senator SMITH. There is no corporate organization?

Mr. FRANKLIN. I don't think so; I think it is a firm, a copartnership.

Senator SMITH. What was their business?

Mr. FRANKLIN. They were the agents and managers of the White Star Line.

Senator BOURNE. Was the White Star Line ever a corporation, or has it always been just a name, a designation?

Mr. FRANKLIN. The White Star Line might be compared in that respect to the Pennsylvania Railroad. The Pennsylvania Railroad is nothing but a trade name——

Senator BOURNE. And the White Star was only a trade name?

Mr. FRANKLIN. A trade name; yes.

Senator BOURNE. You made some mention of the eastward track and the westward track for ships going east and west.

Mr. FRANKLIN. I did.

Senator BOURNE. What is the width in miles of the tracks?

Mr. FRANKLIN. The distance apart?

Senator BOURNE. Yes.

Mr. FRANKLIN. I think it is about 60 miles.

Senator BOURNE. Sixty miles is allowed as the width of each track?

Mr. FRANKLIN. The tracks are 60 miles apart, and you are supposed to stay on the track.

Senator BOURNE. That is under agreement between the different companies?

Mr. FRANKLIN. That was a matter that was submitted to all the experts of all the different companies, considered by all the different companies, and agreed upon after having taken the very best advice upon the situation they could.

Senator BOURNE. And the *Titanic* was in her proper track?

Mr. FRANKLIN. The *Titanic* was in her proper track, and the captain of the *Carpathia* testified that the *Titanic* was in the exact position that she ought to have been on the track.

Senator BOURNE. Do none of the trans-Atlantic liners carry a searchlight?

Mr. FRANKLIN. I have never heard of it.

Senator BOURNE. Do you not think it would be an improvement if they did, in view of the experience they have had?

Mr. FRANKLIN. Well, I do not know. If it was up to me, I would rather get the advice of the technical people; I would rather ask the marine superintendents and the captains. I do not know just where it could be located to advantage. The idea always is not to have the light shining forward, because we have on each ship, as this ship had, three officers on the bridge, each one of which has an officer's certificate, a master's certificate.

Senator BOURNE. They could not pierce the darkness of the fog.

Mr. FRANKLIN. I say you would have to be careful where you should locate such a light so as not to prevent the officers on watch from seeing ahead. That is a matter of investigation and practical people ought to give you that.

Senator BOURNE. The steamer was going about 21 knots at the time?

Mr. FRANKLIN. All I know about it is what I have heard. I have no information on that at all.

Senator BOURNE. Going at such a speed, have they any evidence as to the time required to stop her?

Mr. FRANKLIN. They have that.

Senator BOURNE. In what distance could she be stopped?

Mr. FRANKLIN. I could not tell you that, but the builders could give you all that.

Senator SMITH. In making your answer to my inquiry this morning regarding the telegraphic and wireless communication between yourself and the officers of your ship and the officers of other ships and the passengers and crews of other ships, did your answer include all cable messages as well as cablegrams and wireless messages?

Mr. FRANKLIN. We did not send any cable message asking for any information or anything of that kind regarding the position of any ship or anybody on any ship.

Senator SMITH. Did you send any relating to this matter at all?

Mr. FRANKLIN. Yes, sir.

Senator SMITH. To whom?

Mr. FRANKLIN. To Liverpool. We sent them various cables.

Senator SMITH. And you have copies of them?

Mr. FRANKLIN. Yes, sir. I will put them in as a whole or read them off, whichever you like.

Senator SMITH. All right; you may file these messages with the reporter, unless there is some one which you desire to explain.

Mr. FRANKLIN. There is nothing here that there is anything we could do to explain. They are only advising them of whatever we had; that is really all they are. You might glance through them and see if anything strikes you.

Senator SMITH. Senator Bourne, will you kindly examine those papers to see if there is anything important in them [handing papers to Senator Bourne]. That will be all at the present time, Mr. Franklin, and you may hold yourself subject to the orders of the committee.

### TESTIMONY OF JOSEPH GROLES BOXHALL.

The witness was sworn by the chairman.

Senator SMITH. Where do you reside?

Mr. BOXHALL. Hull, England.

Senator SMITH. What is your vocation?

Mr. BOXHALL. Mariner.

Senator SMITH. How old are you?

Mr. BOXHALL. Twenty-eight years old.

Senator SMITH. What experience have you had in marine employment?

Mr. BOXHALL. Thirteen years' experience at sea.

Senator SMITH. Of what has your experience consisted?

Mr. BOXHALL. The first four years as an apprentice and the remainder of the time as an officer.

Senator SMITH. On what ships?

Mr. BOXHALL. I served in William Thomas's in Liverpool, and was then an officer on the Wilson Line of Hull; and after that on the White Star Line.

Senator SMITH. How long have you been with the White Star Line?

Mr. BOXHALL. Five years next November.

Senator SMITH. In what capacity have you served?

Mr. BOXHALL. As junior officer.

Senator SMITH. All of the time?

Mr. BOXHALL. All of the time while on the White Star Line.

Senator SMITH. Were you especially educated in marine service before you entered the employ of the companies you have named?

Mr. BOXHALL. Yes. I had 12 months' training in a navigation school.

Senator SMITH. Where?

Mr. BOXHALL. In Hull, England.

Senator SMITH. What did that training consist of?

Mr. BOXHALL. Navigation and nautical astronomy.

Senator SMITH. Please state for the information of the committee what positions you have filled on the White Star Line. Please state that again.

Mr. BOXHALL. As junior officer, ranking as fifth and sixth officer, and third officer; and then as fourth officer on the last ship.

Senator SMITH. Tell the committee, so that our records may be complete, the duties performed in each of these different employments.

Mr. BOXHALL. To generally assist the senior officer of the watch in all cases.

Senator SMITH. When was this duty assigned to you?

Mr. BOXHALL. When the *Titanic* left Belfast Lough. His duty is assigned to a man when he is assigned to his ship, and he grows up with it. He learns the different duties he has to perform in whatever rank he is on board ship.

Senator SMITH. Did you join the ship at Belfast Lough?

Mr. BOXHALL. Yes; at Belfast.

Senator SMITH. Were you with her when the training tests were made?

Mr. BOXHALL. Yes, sir.

Senator SMITH. Can you tell the committee of what those tests consisted?

Mr. BOXHALL. No, sir.

Senator SMITH. Why?

Mr. BOXHALL. Because I do not know what those tests were for. There were the builder's men on board, and I was just there to keep a lookout and do anything I was told to do.

Senator SMITH. Were you on board during the maneuvers of this ship in Belfast Lough?

Mr. BOXHALL. Yes.

Senator SMITH. On what deck?

Mr. BOXHALL. On the bridge deck.

Senator SMITH. On the bridge?

Mr. BOXHALL. When on duty; yes.

Senator SMITH. Do you know how much time was spent in those maneuvers, turning and in a straight course, the day these tests were made?

Mr. BOXHALL. I can tell you, approximately.

Senator SMITH. Do so.

Mr. BOXHALL. We left Belfast about noon, and we steamed——

Senator SMITH. On what day?

Mr. BOXHALL. I have forgotten the date.

Senator SMITH. The 4th of April or the 5th or 6th of April?

Mr. BOXHALL. I do not know, sir. I would tell you if I knew.

Senator SMITH. Or the day of the week?

Mr. BOXHALL. It was on a Tuesday.

Senator SMITH. Go ahead.

Mr. BOXHALL. And we steamed until about between 7 and 8 o'clock at night. We finally left Belfast about 8 o'clock at night.

Senator SMITH. Where were you headed for?

Mr. BOXHALL. For Southampton.

Senator SMITH. What time did you reach Southampton?

Mr. BOXHALL. Thursday about midnight.

Senator SMITH. What was the condition of the weather on your trip from Belfast to Southampton?

Mr. BOXHALL. The weather was fine until about 2 o'clock in the morning.

Senator SMITH. Of what day?

Mr. BOXHALL. Thursday; I should say Wednesday morning, until about 2 o'clock. I want to correct that.

Senator SMITH. What happened then; that is, how did you distinguish between the conditions of the weather?



Mr. BOXHALL. When I came on duty at 4 o'clock in the morning it was foggy.

Senator SMITH. Was there any sea?

Mr. BOXHALL. No; there was practically no sea, and little wind.

Senator SMITH. And when you say that the weather was not good you mean that it was foggy?

Mr. BOXHALL. Yes.

Senator SMITH. All the way?

Mr. BOXHALL. No; it cleared up about 6 o'clock in the morning.

Senator SMITH. When you went on at 4 o'clock it was foggy?

Mr. BOXHALL. Yes.

Senator SMITH. And the fog lifted about 6 o'clock?

Mr. BOXHALL. About 6.

Senator SMITH. And you proceeded to Southampton without any change in the weather?

Mr. BOXHALL. Yes; without any change in the weather.

Senator SMITH. And the water, the sea——

Mr. BOXHALL. Was smooth all the way.

Senator SMITH. What did you do when you reached Southampton?

Mr. BOXHALL. I kept my usual watch on board the ship. I really do not remember what watch I did keep until the time of sailing.

Senator SMITH. You did not leave the ship?

Mr. BOXHALL. Oh, yes; oh, yes.

Senator SMITH. Where did you go when you left the ship?

Mr. BOXHALL. Well, I went around the town. I went ashore.

Senator SMITH. After your watch?

Mr. BOXHALL. When my watch was over.

Senator SMITH. And when did you return to the *Titanic*, with reference to the hour of her departure?

Mr. BOXHALL. The last time I was ashore I returned the night previous to sailing, about 11 o'clock, I suppose.

Senator SMITH. Were there others with you at that time?

Mr. BOXHALL. No; I do not think so.

Senator SMITH. Other officers or crew?

Mr. BOXHALL. No.

Senator SMITH. In the performance of your duty while at Southampton did you have any authority over the men; and if so, over whom?

Mr. BOXHALL. When I was on duty on board a ship whilst at Southampton during the daytime there was always a senior officer along with me; so that any questions that were to be asked could be answered by him, or if anything was to be found out I would always refer to him, to the senior officer. At nighttime the two junior officers were in charge of the ship, with men on watch with them.

Senator SMITH. You say there was always a senior officer on duty?

Mr. BOXHALL. And a junior officer in port.

Senator SMITH. But you did not give any orders——

Mr. BOXHALL. No.

Senator SMITH. Because there were senior officers on board all the time up to the time of sailing? Who were those officers?

Mr. BOXHALL. Sometimes the first, sometimes the chief, and sometimes the second.

Senator SMITH. Who was the first officer?



Mr. BOXHALL. Mr. Lightoller was the first officer until the day before the ship sailed.

Senator SMITH. Who became first officer then?

Mr. BOXHALL. Mr. Murdock.

Senator SMITH. Had he been first officer before?

Mr. BOXHALL. No, sir; he had been chief officer.

Senator SMITH. But he superseded Mr. Lightoller the night before sailing?

Mr. BOXHALL. Yes, sir.

Senator SMITH. At the time of departure Mr. Murdock was first officer?

Mr. BOXHALL. That is so.

Senator SMITH. What were his duties?

Mr. BOXHALL. His duties were, as officer of the watch, to keep a lookout for the ship and see that the junior officers did whatever he required to carry out the captain's orders.

Mr. SMITH. Was it a part of his duty to have drills and inspections?

Mr. BOXHALL. No. The captain arranged all the drills and inspections.

Senator SMITH. Were there any drills or inspections to your knowledge from the time the ship landed at Southampton until her departure?

Mr. BOXHALL. Yes; there were inspections and drills the morning of sailing.

Senator SMITH. Of what did they consist?

Mr. BOXHALL. The crew were mustered and when the names were called the boats were lowered in the presence of the board of trade surveyors.

Senator SMITH. When you say “boats,” you refer to lifeboats?

Mr. BOXHALL. The lifeboats were lowered in the presence of the board of trade surveyors.

Senator SMITH. This occurred the day you sailed?

Mr. BOXHALL. Yes, sir; within an hour or a couple of hours of the ship's sailing.

Senator SMITH. Can you recall just who was present at that inspection?

Mr. BOXHALL. The captain, all the officers, the marine superintendent, and the board of trade surveyors, and the board of trade doctor.

Senator SMITH. Was there anyone else present?

Mr. BOXHALL. Not that I know of—not an official.

Senator SMITH. Were any of the officers or directors of the company present besides the ones you have named?

Mr. BOXHALL. I could not say; I do not remember.

Senator SMITH. Was Mr. Ismay present?

Mr. BOXHALL. I do not remember.

Senator SMITH. Were all the lifeboats lowered?

Mr. BOXHALL. No, sir.

Senator SMITH. Why not?

Mr. BOXHALL. Because they do not require all the boats to be lowered so far as I know.

Senator SMITH. The regulations do not require it? How many boats were lowered?

Mr. BOXHALL. Two boats were lowered, I believe.

Senator SMITH. One on each side.

Mr. BOXHALL. No; they could not lower them on each side. The ship was laid alongside of the quay.

Senator SMITH. So they were lowered on one side?

Mr. BOXHALL. Yes.

Senator SMITH. Which side; the starboard or the port?

Mr. BOXHALL. On the starboard side.

Senator SMITH. Can you give the numbers of those lifeboats?

Mr. BOXHALL. I can not.

Senator SMITH. In lowering these lifeboats, did the gear work satisfactorily?

Mr. BOXHALL. As far as I know. I was not there when they were lowered.

Senator SMITH. You were not there?

Mr. BOXHALL. No; I was in another part of the ship.

Senator SMITH. And you did not yourself see them lowered?

Mr. BOXHALL. I saw them in the water, but I was not actually on the spot when they were lowered.

Senator SMITH. In lowering the lifeboats, can you tell us just what was done.

Mr. BOXHALL. First the boat had to be cleared. After the boats are cleared the chocks are knocked down, or dropped down by patent levers, and the boat is hanging free. Then the davits are screwed out and the boat is suspended over the ship's side all ready for lowering away.

Senator SMITH. Assuming that these lifeboats are on the boat deck, how far would they be swung off the side before they reached their proper position for lowering?

Mr. BOXHALL. Far enough to clear the ship's side, right away down, and allow the boat to touch the water.

Senator SMITH. The boat deck or sun deck is narrower than the A deck or B deck, is it not?

Mr. BOXHALL. No; oh, no.

Senator SMITH. No narrower?

Mr. BOXHALL. No narrower. I never noticed it to be narrower.

Senator SMITH. The same width?

Mr. BOXHALL. Yes; it all seems to me to be the same width.

Senator SMITH. But these lifeboats are swung out——

Mr. BOXHALL. Absolutely clear of the ship's side.

Senator SMITH. Absolutely clear of the ship's side—how far?

Mr. BOXHALL. I could not say how far.

Senator SMITH. Before they are swung out, are they supposed to be occupied?

Mr. BOXHALL. No.

Senator SMITH. In case of trouble?

Mr. BOXHALL. No; oh, no.

Senator SMITH. After they are swung out are they supposed to be loaded from the boat deck?

Mr. BOXHALL. That is a matter of opinion.

Senator SMITH. If possible, and other things being equal, is that the usual course?

Mr. BOXHALL. Yes; I think it is.

Senator SMITH. In other words, they are not suspended, then run to the decks below, and there filled?

Mr. BOXHALL. We always lower the boat to the level of the rail or the level of the deck, so the people can step in.

Senator SMITH. Yes; but to the level of the deck, where it is swung out?

Mr. BOXHALL. Where it is swung out.

Senator SMITH. So that the upper deck or boat deck is really the loading deck for the lifeboats under ordinary circumstances?

Mr. BOXHALL. Yes.

Senator SMITH. Did you say whether the lifeboats that you saw lowered were lowered promptly and without any interference?

Mr. BOXHALL. I did not see them lowered. I saw them when they were in the water.

Senator SMITH. Did you see them when they were brought back to the deck?

Mr. BOXHALL. I afterwards saw them on the voyage. I was not standing there when they were raised.

Senator SMITH. You did not see them when they were raised to the deck?

Mr. BOXHALL. No, sir.

Senator SMITH. And you did not see them lowered?

Mr. BOXHALL. No; I did not see them lowered.

Senator SMITH. Who was officer of the watch that day?

Mr. BOXHALL. All officers; all officers were on duty.

Senator SMITH. Did you see Mr. Murdock there at this time?

Mr. BOXHALL. Yes; and Mr. Weyl, the chief officer.

Senator SMITH. Were there any lifeboats on the *Titanic* that were not securely fastened in position to be lowered in the ordinary method of attaching that equipment?

Mr. BOXHALL. All the boats on the *Titanic* seemed to me to be in a very good position to be lowered.

Senator SMITH. How many were there?

Mr. BOXHALL. There were 14 lifeboats, 2 sea boats, and 4 collapsible boats.

Senator SMITH. The lifeboats were in position?

Mr. BOXHALL. Yes, sir.

Senator SMITH. Did they appear to be new?

Mr. BOXHALL. They were new.

Senator SMITH. Did you notice whether the name *Titanic* was upon every boat?

Mr. BOXHALL. Yes; on every boat. I will not swear to the collapsible boats.

Senator SMITH. What are the three types of boat that you have just referred to?

Mr. BOXHALL. First of all, the lifeboats; then the two sea boats——

Senator SMITH. One moment. Take the lifeboats. Were they in good condition?

Mr. BOXHALL. Perfectly good.

Senator SMITH. How many people, under ordinary circumstances, would a lifeboat of the size carried on the *Titanic* carry in such weather as you experienced?

Mr. BOXHALL. They were supposed to carry 65 persons.

Senator SMITH. Why do you say they were supposed to carry 65?

Mr. BOXHALL. The board of trade testify to that.

Senator SMITH. Is that a part of the certificate of the British Board of Trade?

Mr. BOXHALL. I suppose that is a part of the regulations. The cubical capacity is on the boats.

Senator SMITH. How many seats are there in a lifeboat of that character?

Mr. BOXHALL. I am sure I could not say. I never have counted them.

Senator SMITH. How many oars are there?

Mr. BOXHALL. I really forget how many oars there were, but there are always two extra ones; there are always two extra oars in the boat.

Senator SMITH. Can you not think how many there were?

Mr. BOXHALL. No; I can not think; because I can not remember how many thole pins there were.

Senator SMITH. Where were the oars, generally? Under the seats?

Mr. BOXHALL. On the top of the seats.

Senator SMITH. On top of the seats; and you say there were always two extra oars?

Mr. BOXHALL. Always two extra oars in the boats.

Senator SMITH. But the complement you do not know? You can not say what that was?

Mr. BOXHALL. No; I really can not.

Senator SMITH. What else is required in those lifeboats, under the regulations of the British Board of Trade?

Mr. BOXHALL. Boat hooks, water, water breakers, bread tanks, dippers for the water breakers, balers for the boats, mast and sail; compass—I think that is all.

Senator SMITH. Lights?

Mr. BOXHALL. Oh, yes—lights and a can of oil; a lamp and a can of oil.

Senator SMITH. Do you know whether these articles required under the regulations of the British Board of Trade were in each of these lifeboats as required?

Mr. BOXHALL. All the gear was in the boats when we left Belfast; I know that. All the gear was in the boats, because I went around——

Senator SMITH. Provisions and water?

Mr. BOXHALL. Everything that the board of trade requires was in the boats in Belfast.

Senator SMITH. In Belfast?

Mr. BOXHALL. Yes.

Senator SMITH. Do you know whether these provisions were in the boats when the *Titanic* left Southampton?

Mr. BOXHALL. I could not say. The provisions were, I know, because the provisions are built in with the boat. They are in a tank that is built in the boat.

Senator SMITH. You are speaking now of your own knowledge?

Mr. BOXHALL. Yes.

Senator SMITH. Were you ever in one of these lifeboats?

Mr. BOXHALL. Yes.

Senator SMITH. Prior to the collision?

Mr. BOXHALL. Not in the water in one; I was not in the water with the boats.

Senator SMITH. Where were you in the boats?

Mr. BOXHALL. In Belfast, going through them to see that all the equipment was complete.

Senator SMITH. You made an inspection?

Mr. BOXHALL. Yes.

Senator SMITH. And you desire the committee to understand that all of the requirements with reference to the equipment of lifeboats was in these boats when the *Titanic* left Belfast?

Mr. BOXHALL. Yes; I do not know about when she left Belfast, but it was two or three days before we left that I went through these boats, and saw all the equipment complete.

Senator SMITH. Mr. Boxhall, you described a few moments ago the weather from Belfast to Southampton. Did the weather continue pleasant and the sea unruffled during the voyage from Southampton to the place of this catastrophe?

Mr. BOXHALL. Yes.

Senator SMITH. In such weather how many people would a lifeboat such as you have described carry safely?

Mr. BOXHALL. That I would not like to say.

Senator SMITH. You would not like to say because you do not know.

Mr. BOXHALL. No; a lot depends on the people who get in the boats.

Senator SMITH. And their condition of mind?

Mr. BOXHALL. And their condition of mind.

Senator SMITH. Assuming that they were in great peril and submissive to the directions of those in charge of the boats, how many would one of those lifeboats safely carry?

Mr. BOXHALL. I should think that providing they did as they were told, they would carry the 65, the complement.

Senator SMITH. Sixty-five comfortably?

Mr. BOXHALL. No; the complement, I said of 65.

Senator SMITH. What about the collapsible boats?

Mr. BOXHALL. I know very little of the collapsible boats. I do not know what they are supposed to hold.

Senator SMITH. You have seen them?

Mr. BOXHALL. I have seen them; yes.

Senator SMITH. I wish you would describe, that we may have the record complete, what they are made of; how they are constructed.

Mr. BOXHALL. The lower part of the boat is wood, and these boats when they are loaded do not seem to me to have very much freeboard except for the canvas which is pulled up before these boats are lowered.

Senator SMITH. Is this framework fitted into the canvas, or the canvas to the framework?

Mr. BOXHALL. No; it is the bottom of the boat, and it is rather a shallow boat with a canvas top to it which pulls up and forms a kind of protection around the people sitting in the boat.

Senator SMITH. From what point in the boat's construction does this canvas appear; from the extreme upper part?

Mr. BOXHALL. Yes; I think it is from the extreme upper part, from what I remember of them. I never have been in one.

Senator SMITH. But the canvas is not intended to float the boat?

Mr. BOXHALL. Oh, no; oh, no.

Senator SMITH. How does it differ from the lifeboat in its security and strength?

Mr. BOXHALL. I do not quite understand what you mean.

Senator SMITH. Do you regard the collapsible boat as safe, well constructed, and suitable as the ordinary lifeboat for the purposes for which they are intended?

Mr. BOXHALL. I do not think it would stand so much knocking about as a lifeboat. I do not know what they would behave like in a seaway.

Senator SMITH. Do you think that they are as well suited to resist the sea?

Mr. BOXHALL. No; I should not think so.

Senator SMITH. Then, according to your judgment, they do not exactly answer the same purpose and requirement as the lifeboats?

Mr. BOXHALL. I can not say from experience, but I do not think that they would stand the weather or the knocking about as a lifeboat would in a seaway.

Senator SMITH. Are they as easily lowered and kept in position?

Mr. BOXHALL. No; I do not think so. I prefer the lifeboats.

Senator SMITH. Are they as accessible to people in peril on ship-board as the lifeboats?

Mr. BOXHALL. It depends upon in what position they are kept.

Senator SMITH. Where are they kept?

Mr. BOXHALL. The ones on the *Titanic*—there was one of them exactly underneath the sea boat's davits on either side, on the same level on the boat deck as the lifeboats.

Senator SMITH. And as securely fastened to the davits?

Mr. BOXHALL. No; she was not securely fastened to the davits. She was not fastened to the davits at all. After the sea boats were lowered, then would come the collapsible boats.

Senator SMITH. Where were they? Were they lying about on the deck?

Mr. BOXHALL. They were on the deck.

Senator SMITH. Unattached?

Mr. BOXHALL. Unattached—unattached to the davits.

Senator SMITH. How many of these boats were there?

Mr. BOXHALL. Four.

Senator SMITH. You described another type of boat. What is that?

Mr. BOXHALL. The sea boats or emergency boats.

Senator SMITH. What kind of a boat is that?

Mr. BOXHALL. It is the same as a lifeboat, only smaller and lighter built. It is always kept swung out.

Senator SMITH. Is it built in the same general manner?

Mr. BOXHALL. Just so.

Senator SMITH. And of the same material as the lifeboats?

Mr. BOXHALL. Of the same material, but smaller.

Senator SMITH. Smaller?

Mr. BOXHALL. Smaller.

Senator SMITH. How much smaller?

Mr. BOXHALL. I could not say how much smaller. I do not know the size.



Senator SMITH. Give us your best judgment about it.

Mr. BOXHALL. It is a boat that is built to be swung out all the time, the emergency boat, so that it can be lowered quickly at a moment's notice in case anyone falls over the side.

Senator SMITH. Is it a boat between the size of an ordinary row-boat and a lifeboat?

Mr. BOXHALL. It is considerably larger than an ordinary rowboat.

Senator SMITH. Oh, yes; I understand that.

Mr. BOXHALL. It is a good, seaworthy boat.

Senator SMITH. How many people will one of those boats hold?

Mr. BOXHALL. I should say about between 25 and 30; probably 30 at the most.

Senator SMITH. Thirty at the most?

Mr. BOXHALL. Yes; that is approximate.

Senator SMITH. Are these boats equipped in the same manner as the lifeboats?

Mr. BOXHALL. Yes, sir; just the same.

Senator SMITH. And all under the regulations of the British Board of Trade?

Mr. BOXHALL. Yes.

Senator SMITH. As to inspection and equipment?

Mr. BOXHALL. Yes.

Senator SMITH. Mr. Boxhall, these were all the lifeboats and these were the three types on the *Titanic*?

Mr. BOXHALL. Yes.

Senator SMITH. When she sailed?

Mr. BOXHALL. Just so.

Senator SMITH. How many people will the collapsible boat carry?

Mr. BOXHALL. I could not say.

Senator SMITH. About how many?

Mr. BOXHALL. I do not know; I would not say; I would not like to form an opinion.

Senator SMITH. Why is it called collapsible? Can it fold up?

Mr. BOXHALL. The upper structure of the boat is collapsible.

Senator SMITH. But the lower part is——

Mr. BOXHALL. The lower part is the bottom of the boat.

Senator SMITH. Can you not tell us about how many people those boats will hold?

Mr. BOXHALL. They seemed to be pretty well packed, those that came alongside of the *Carpathia*. I did not count the people, but there seemed to be quite a lot of people. I should think they would hold more than one of the emergency boats, or about the same number.

Senator SMITH. Which one of these three types of boats were you in?

Mr. BOXHALL. The emergency boat.

Senator SMITH. The emergency boat?

Mr. BOXHALL. Yes, sir.

Senator SMITH. Did you see Officer Murdock, Officer Lightoller, Officer Lowe, and Officer Pitman aboard the *Titanic*?

Mr. BOXHALL. Yes, sir.

Senator SMITH. The day this inspection was made?

Mr. BOXHALL. Yes, sir.



Senator SMITH. Can you state whether they were all present at that time?

Mr. BOXHALL. All the officers were on board the ship doing various duties. I can not say whether they were present when these boats were lowered; but they were all there on board.

Senator SMITH. So far as you know did each perform his particular duty?

Mr. BOXHALL. Yes.

Senator SMITH. After leaving Southampton until the catastrophe occurred?

Mr. BOXHALL. Yes, sir.

Senator SMITH. Do you know the habits of these men?

Mr. BOXHALL. Only what I have seen since I joined the ship. I had never seen them before, except Mr. Lightoller.

Senator SMITH. And what can you say as to their habits?

Mr. BOXHALL. Good, steady, reliable men.

Senator SMITH. What about your own habits?

Mr. BOXHALL. You had better ask some one else.

Senator SMITH. You must be cognizant of your own habits.

Mr. BOXHALL. Pardon me.

Senator SMITH. You may be too modest to describe them, but you know whether you are a temperate man or not.

Mr. BOXHALL. Yes.

Senator SMITH. Are you?

Mr. BOXHALL. Yes.

Senator SMITH. Are you a man of family?

Mr. BOXHALL. No, sir.

Senator SMITH. Between Southampton and the place where the *Titanic* sank were you frequently thrown in contact with your superior officers?

Mr. BOXHALL. Oh, yes.

Senator SMITH. Did you see the captain frequently?

Mr. BOXHALL. Yes.

Senator SMITH. Had you sailed with him before?

Mr. BOXHALL. No; never.

Senator SMITH. Did your duties necessitate your being near his customary place on the ship?

Mr. BOXHALL. Yes.

Senator SMITH. As a matter of fact, did you render any service at any time from the bridge? Did you have the right to go on the bridge?

Mr. BOXHALL. Oh, yes.

Senator SMITH. Was it your duty to go there?

Mr. BOXHALL. Yes; it was my duty. When I was on watch I was always on the bridge—on the bridge or inside of chart room.

Senator SMITH. How often did you see the captain between Southampton and the place where the ship sank?

Mr. BOXHALL. Whenever I was on duty I saw him.

Senator SMITH. And you were on duty how much of the time?

Mr. BOXHALL. Every other four hours after we left Southampton.

Senator SMITH. Every other four hours after you left Southampton?

Mr. BOXHALL. Every other four hours.

Senator SMITH. When did you go on duty Sunday?

Mr. BOXHALL. Eight p. m.

Senator SMITH. The day of the accident?

Mr. BOXHALL. Eight p. m.

Senator SMITH. Where was your station?

Mr. BOXHALL. I had no particular station.

Senator SMITH. Upon what deck?

Mr. BOXHALL. On the bridge deck.

Senator SMITH. Were you on the bridge deck?

Mr. BOXHALL. Yes, sir.

Senator SMITH. Where is the bridge deck with reference to the boat deck and the A deck and the B deck?

Mr. BOXHALL. The bridge deck and the boat deck are all one.

Senator SMITH. All one?

Mr. BOXHALL. Yes.

Senator SMITH. The boat deck extended forward?

Mr. BOXHALL. It was all one deck.

Senator SMITH. It completes the bridge?

Mr. BOXHALL. Yes, sir.

Senator SMITH. You say you went on watch, and that was your post Sunday evening at what hour?

Mr. BOXHALL. Eight p. m.

Senator SMITH. Eight p. m.?

Mr. BOXHALL. Yes, sir.

Senator SMITH. And you were required to remain how long?

Mr. BOXHALL. Until midnight.

Senator SMITH. Did you spend all of that time that night at your post, on duty?

Mr. BOXHALL. Yes, sir.

Senator SMITH. Were you on the bridge all that time?

Mr. BOXHALL. No, sir.

Senator SMITH. What proportion of that time?

Mr. BOXHALL. Most of the time I was on the bridge.

Senator SMITH. Most of the time?

Mr. BOXHALL. The greater part of the watch.

Senator SMITH. Do you know whether the customary officers were at their posts of duty at the forward end of that boat?

Mr. BOXHALL. They were, sir.

Senator SMITH. During your watch?

Mr. BOXHALL. They were.

Senator SMITH. Give their names, if you can, and just what their service consisted of.

Mr. BOXHALL. Mr. Lightoller was on the bridge when I went up there along with the sixth officer at 8 o'clock—along with Sixth Officer Moody.

Senator SMITH. A little louder, please.

Mr. BOXHALL. Mr. Lightoller was on watch on the bridge when I went on watch at 8 o'clock with Sixth Officer Moody. Mr. Lightoller was relieved at 10 o'clock by Mr. Murdock. Mr. Murdock was on watch until the accident happened.

Senator SMITH. Who else was forward on that deck or on the bridge?

Mr. BOXHALL. Mr. Moody, the sixth officer.

Senator SMITH. Where is the crow's nest with reference to the bridge?

Mr. BOXHALL. The crow's nest is up the foremast.

Senator SMITH. How far forward of the bridge?

Mr. BOXHALL. I should say about 120 feet.

Senator SMITH. How high above the bridge?

Mr. BOXHALL. I could not say what height it was, but the plan will give it to you there.

Senator SMITH. Can you not say approximately?

Mr. BOXHALL. No; I would not like to say.

Senator SMITH. What is the crow's nest?

Mr. BOXHALL. The crow's nest is the lookout box.

Senator SMITH. How high up on the masthead?

Mr. BOXHALL. I could not say.

Senator SMITH. Is it a part of the mast?

Mr. BOXHALL. Yes.

Senator SMITH. Who occupied the crow's nest during your watch Sunday night?

Mr. BOXHALL. The lookout man.

Senator BURTON. What is that?

Mr. BOXHALL. The lookout men.

Senator SMITH. Who were they?

Mr. BOXHALL. Fleet and Leigh were the lookout men at the time of the accident. I can not say who were the lookout men before 10 o'clock.

Senator BURTON. How do you spell that first name?

Mr. BOXHALL. F-l-e-e-t.

Senator BOURNE. How do you spell Leigh?

Mr. BOXHALL. L-e-i-g-h.

Senator SMITH. Two men were at the crow's nest?

Mr. BOXHALL. Yes, sir.

Senator SMITH. Did you see them there?

Mr. BOXHALL. You could not see them from the bridge.

Senator SMITH. How do you know they were there?

Mr. BOXHALL. Because they answered the bells from the bridge.

Senator SMITH. Did they both answer the bells?

Mr. BOXHALL. Yes.

Senator SMITH. How do you know they both answered?

Mr. BOXHALL. You can hear them.

Senator SMITH. How can you distinguish between one answer and the other?

Mr. BOXHALL. Different voices.

Senator SMITH. And from that you are satisfied that they were both at their posts?

Mr. BOXHALL. Yes.

Senator SMITH. Who was on the lookout? Who was on the lookout, if anyone, besides these two men?

Mr. BOXHALL. On the bridge.

Senator SMITH. Yes; on the bridge.

Mr. BOXHALL. The first officer.

Senator SMITH. Mr. Murdock?

Mr. BOXHALL. Yes; Mr. Murdock.

Senator SMITH. Anyone else?

Senator SMITH. When did you go on duty Sunday?

Mr. BOXHALL. Eight p. m.

Senator SMITH. The day of the accident?

Mr. BOXHALL. Eight p. m.

Senator SMITH. Where was your station?

Mr. BOXHALL. I had no particular station.

Senator SMITH. Upon what deck?

Mr. BOXHALL. On the bridge deck.

Senator SMITH. Were you on the bridge deck?

Mr. BOXHALL. Yes, sir.

Senator SMITH. Where is the bridge deck with reference to the boat deck and the A deck and the B deck?

Mr. BOXHALL. The bridge deck and the boat deck are all one.

Senator SMITH. All one?

Mr. BOXHALL. Yes.

Senator SMITH. The boat deck extended forward?

Mr. BOXHALL. It was all one deck.

Senator SMITH. It completes the bridge?

Mr. BOXHALL. Yes, sir.

Senator SMITH. You say you went on watch, and that was your post Sunday evening at what hour?

Mr. BOXHALL. Eight p. m.

Senator SMITH. Eight p. m.?

Mr. BOXHALL. Yes, sir.

Senator SMITH. And you were required to remain how long?

Mr. BOXHALL. Until midnight.

Senator SMITH. Did you spend all of that time that night at your post, on duty?

Mr. BOXHALL. Yes, sir.

Senator SMITH. Were you on the bridge all that time?

Mr. BOXHALL. No, sir.

Senator SMITH. What proportion of that time?

Mr. BOXHALL. Most of the time I was on the bridge.

Senator SMITH. Most of the time?

Mr. BOXHALL. The greater part of the watch.

Senator SMITH. Do you know whether the customary officers were at their posts of duty at the forward end of that boat?

Mr. BOXHALL. They were, sir.

Senator SMITH. During your watch?

Mr. BOXHALL. They were.

Senator SMITH. Give their names, if you can, and just what their service consisted of.

Mr. BOXHALL. Mr. Lightoller was on the bridge when I went up there along with the sixth officer at 8 o'clock—along with Sixth Officer Moody.

Senator SMITH. A little louder, please.

Mr. BOXHALL. Mr. Lightoller was on watch on the bridge when I went on watch at 8 o'clock with Sixth Officer Moody. Mr. Lightoller was relieved at 10 o'clock by Mr. Murdock. Mr. Murdock was on watch until the accident happened.

Senator SMITH. Who else was forward on that deck or on the bridge?

Mr. BOXHALL. Mr. Moody, the sixth officer.

Senator SMITH. Where is the crow's nest with reference to the bridge?

Mr. BOXHALL. The crow's nest is up the foremast.

Senator SMITH. How far forward of the bridge?

Mr. BOXHALL. I should say about 120 feet.

Senator SMITH. How high above the bridge?

Mr. BOXHALL. I could not say what height it was, but the plan will give it to you there.

Senator SMITH. Can you not say approximately?

Mr. BOXHALL. No; I would not like to say.

Senator SMITH. What is the crow's nest?

Mr. BOXHALL. The crow's nest is the lookout box.

Senator SMITH. How high up on the masthead?

Mr. BOXHALL. I could not say.

Senator SMITH. Is it a part of the mast?

Mr. BOXHALL. Yes.

Senator SMITH. Who occupied the crow's nest during your watch Sunday night?

Mr. BOXHALL. The lookout man.

Senator BURTON. What is that?

Mr. BOXHALL. The lookout men.

Senator SMITH. Who were they?

Mr. BOXHALL. Fleet and Leigh were the lookout men at the time of the accident. I can not say who were the lookout men before 10 o'clock.

Senator BURTON. How do you spell that first name?

Mr. BOXHALL. F-l-e-e-t.

Senator BOURNE. How do you spell Leigh?

Mr. BOXHALL. L-e-i-g-h.

Senator SMITH. Two men were at the crow's nest?

Mr. BOXHALL. Yes, sir.

Senator SMITH. Did you see them there?

Mr. BOXHALL. You could not see them from the bridge.

Senator SMITH. How do you know they were there?

Mr. BOXHALL. Because they answered the bells from the bridge.

Senator SMITH. Did they both answer the bells?

Mr. BOXHALL. Yes.

Senator SMITH. How do you know they both answered?

Mr. BOXHALL. You can hear them.

Senator SMITH. How can you distinguish between one answer and the other?

Mr. BOXHALL. Different voices.

Senator SMITH. And from that you are satisfied that they were both at their posts?

Mr. BOXHALL. Yes.

Senator SMITH. Who was on the lookout? Who was on the lookout, if anyone, besides these two men?

Mr. BOXHALL. On the bridge.

Senator SMITH. Yes; on the bridge.

Mr. BOXHALL. The first officer.

Senator SMITH. Mr. Murdock?

Mr. BOXHALL. Yes; Mr. Murdock.

Senator SMITH. Anyone else?

Mr. BOXHALL. Not that I know of.

Senator BURTON. I understood you were there.

Mr. BOXHALL. Yes. I was not on the lookout, though.

Senator BURTON. You were not on the lookout there forward?

Mr. BOXHALL. No; I was there if I was called.

Senator SMITH. One moment. I will get along to that. Was the ordinary complement of officers at their posts of duty——

Mr. BOXHALL. The ordinary complement of officers?

Senator SMITH (continuing). At the forward end of that boat, in the crow's nest, and on the bridge?

Mr. BOXHALL. Yes, sir.

Senator SMITH. If this lookout had been increased on that night you would have known it?

Mr. BOXHALL. No; I do not know. I am not sure whether they were increased or not.

Senator SMITH. You say there were two men in the crow's nest?

Mr. BOXHALL. There were two men in the crow's nest; yes.

Senator SMITH. Do you know of any increased vigilance?

Mr. BOXHALL. I do not know. I did not hear of it.

Senator SMITH. You did not hear of it?

Mr. BOXHALL. I did not hear of it, but possibly there were extra men on the lookout.

Senator SMITH. Were these men that were on the lookout the men who performed that service customarily?

Mr. BOXHALL. Yes.

Senator SMITH. That was their special position?

Mr. BOXHALL. That was their special position?

Senator SMITH. Was there anyone up in the eyes, so called?

Mr. BOXHALL. I do not know.

Senator SMITH. Did you see anyone there?

Mr. BOXHALL. I did not see anyone there.

Senator SMITH. Where are the eyes?

Mr. BOXHALL. On the forecastle head.

Senator SMITH. That is out forward?

Mr. BOXHALL. As far forward as they can possibly get.

Senator SMITH. Forward of the bridge, and in the bow?

Mr. BOXHALL. As far as they can possibly get, sir, forward.

Senator SMITH. You say that you do not know whether there was anyone in the eyes, so called?

Mr. BOXHALL. No, sir; I do not know.

Senator SMITH. Once more, for the information of my colleague, will you state the location of the eyes on this particular boat?

Mr. BOXHALL. It is the stemhead, we usually term it. The stemhead is as far forward on board the ship as you can possibly get—the forward extremity of the ship.

Senator SMITH. It is not in advance of the ship's bow?

Mr. BOXHALL. No, sir.

Senator SMITH. But as far forward as——

Mr. BOXHALL. As the taffrail will allow you to go and the deck extends.

Senator SMITH. Would the occupants of that point on the boat have been visible to you if they had been there that night?

Mr. BOXHALL. No, sir.

Senator SMITH. Why?

Mr. BOXHALL. Because I was not looking for it. I was not looking for them.

Senator SMITH. Could you have looked ahead and not seen them?

Mr. BOXHALL. If I had looked ahead I should have seen them.

Senator SMITH. Do you mean that you did not look ahead?

Mr. BOXHALL. I did not notice them. I was in the chart room working out positions most of the evening—working navigation.

Senator SMITH. Sunday night?

Mr. BOXHALL. Sunday night.

Senator SMITH. But you said you were frequently at the bridge that night.

Mr. BOXHALL. Just so.

Senator SMITH. During the time that you were at the bridge, or on the forward deck, you did not see anyone——

Mr. BOXHALL. I did not look to see them.

Senator SMITH (continuing). At the eyes? Well, answer my question. I want you to answer in your own way, of course.

Mr. BOXHALL. Just so.

Senator SMITH. You did not see anyone there?

Mr. BOXHALL. No, sir.

Senator SMITH. And you did not look to see?

Mr. BOXHALL. No, sir.

Senator SMITH. Did you know you were in the vicinity of icebergs that night?

Mr. BOXHALL. No; I did not know we were in the vicinity of icebergs.

Senator SMITH. Did not the second or first officer apprise you of the fact that they had information that they were in the vicinity of icebergs?

Mr. BOXHALL. I knew we had had information. They did not apprise me that evening of it.

Senator SMITH. When did they apprise you?

Mr. BOXHALL. As a matter of fact they did not mention it to me.

Senator SMITH. Has it never been mentioned to you?

Mr. BOXHALL. Oh, yes; the captain mentioned it.

Senator SMITH. The captain mentioned it to you?

Mr. BOXHALL. Yes.

Senator SMITH. When?

Mr. BOXHALL. I do not know whether it was the day before or two days before. He gave me some positions of icebergs, which I put on the chart.

Senator SMITH. Which you put on the chart?

Mr. BOXHALL. On his chart.

Senator SMITH. Did the captain tell you that the *Californian* had wired the *Titanic* that they were in the vicinity of icebergs?

Mr. BOXHALL. No. The captain gave me some wireless messages from Southampton, I think, that we had had before we had sailed, and asked me to put these positions on the chart.

Senator SMITH. Did you know whether a wireless had been received from the *Amerika* that the *Titanic* was in the vicinity of icebergs?

Mr. BOXHALL. No; I could not say.

Senator SMITH. Do you want us to understand that you had no knowledge of the proximity of this ship to icebergs immediately preceding the——

Mr. BOXHALL. I had no knowledge.



Senator SMITH. One moment. [Continuing.] Immediately preceding the collision, or during the hours of your watch from 8 o'clock until the collision occurred?

Mr. BOXHALL. I did not realize the ship was so near the ice field.

Senator SMITH. You knew you were in the vicinity of the Great Banks?

Mr. BOXHALL. I knew we were in the vicinity of the Great Banks.

Senator SMITH. What was the weather at that time?

Mr. BOXHALL. Very fine and clear.

Senator SMITH. Cold?

Mr. BOXHALL. Yes; very cold.

Senator SMITH. Unusually cold?

Mr. BOXHALL. No; not for that time of year.

Senator SMITH. Did you realize that you were out of the particular influence of the Gulf Stream?

Mr. BOXHALL. No, sir.

Senator SMITH. Do you know that the water was taken from the sea frequently that night?

Mr. BOXHALL. I knew the water and the temperature of the air was taken every two hours after the ship left port.

Senator SMITH. Was the temperature of water taken at any time to your knowledge?

Mr. BOXHALL. Every two hours after the ship left the port. I do not know what it was.

Senator SMITH. No; I do not think you understood me. You say that water was taken from the sea and the temperature of the air was taken every two hours after you left port?

Mr. BOXHALL. Yes.

Senator SMITH. I asked you whether you know the temperature of the water taken from the sea every two hours was tested?

Mr. BOXHALL. Yes, sir.

Senator SMITH. You do know it?

Mr. BOXHALL. Yes.

Senator SMITH. How do you know it?

Mr. BOXHALL. Because the sailor men and the quartermaster took this temperature, and I would see them doing it sometimes.

Senator SMITH. Was it reported anywhere?

Mr. BOXHALL. Yes; it was reported. It was reported to the junior officer.

Senator SMITH. To the junior officer?

Mr. BOXHALL. Yes.

Senator SMITH. What is his name?

Mr. BOXHALL. Mr. MOODY.

Senator SMITH. Did he survive the wreck?

Mr. BOXHALL. No, sir.

Senator SMITH. Was it reported to any other officer?

Mr. BOXHALL. No; but their book was always there for him to see.

Senator SMITH. Did the log contain any reference to these tests?

Mr. BOXHALL. Yes, sir.

Senator SMITH. How do you know?

Mr. BOXHALL. Because it was the junior officer's duty to see that the log did contain it.

Senator SMITH. That was his duty?

Mr. BOXHALL. Yes.

Senator SMITH. And you think that was done because that was his duty?

Mr. BOXHALL. Yes, sir.

Senator SMITH. Did you take the temperature of the water yourself?

Mr. BOXHALL. No, sir.

Senator SMITH. At any time during that voyage?

Mr. BOXHALL. No, sir.

Senator SMITH. Do you know whether that water Sunday night was colder than it was Monday night?

Mr. BOXHALL. No; I did not know.

Senator SMITH. I mean preceding.

Mr. BOXHALL. No.

Senator SMITH. Wednesday night?

Mr. BOXHALL. No.

Senator SMITH. Do you of your own knowledge know the temperature of that water?

Mr. BOXHALL. No; I do not.

Senator SMITH. Were you in the water——

Mr. BOXHALL (interrupting). No, sir.

Senator SMITH (continuing). When the collision came?

Mr. BOXHALL. No, sir.

Senator SMITH. At no time?

Mr. BOXHALL. At no time at all.

Senator SMITH. You do not know of your own knowledge how cold it was?

Mr. BOXHALL. No, sir; I do not.

Senator SMITH. But you are willing to say it was a very cold night?

Mr. BOXHALL. Oh, yes; it was a very cold night.

Senator SMITH. Do you know Mr. Bride, the wireless operator of the *Titanic*?

Mr. BOXHALL. Yes, sir.

Senator SMITH. Do you know whether his feet were frozen after the accident occurred and before he reached the *Carpathia*?

Mr. BOXHALL. I knew his feet were bad, but I did not know what was the matter with them. I did not know whether they were frozen.

Senator SMITH. You do not know whether they were frozen or not?

Mr. BOXHALL. I could not say.

Senator SMITH. Did anyone die aboard the boat you were on between the scene of the sinking, at the place of the sinking, of the *Titanic* and the *Carpathia*?

Mr. BOXHALL. No, sir.

Senator SMITH. Do you know of others dying in these lifeboats?

Mr. BOXHALL. I do not know of any dying in the lifeboats.

Senator SMITH. Do you know whether Mr. Phillips died in the lifeboat or on the lifeboat?

Mr. BOXHALL. Only what I have heard, that Mr. Phillips died after he was pulled on the—whether he was pulled on or whether he scrambled on the upturned collapsible boat I could not say. It is only hearsay.

Senator SMITH. He died?

Mr. BOXHALL. Yes, sir; he died.

Senator SMITH. He was the wireless operator that was the chief of Mr. Brady?

Mr. BOXHALL. Yes, sir.

Senator SMITH. But so far as you know of your own knowledge you are unable to say what the temperature test of this water in the vicinity of the Great Banks, where this accident occurred, would show?

Mr. BOXHALL. I am unable to say what it was.

Senator SMITH. Were there any additional officers or members of the crew stationed in the bows or on the deck Sunday night after you went on watch?

Mr. BOXHALL. I do not know about any additional members.

Senator SMITH. The crew, or rather the assignments, were the permanent assignments, and so far as you know, that is all?

Mr. BOXHALL. Just the usual staff, I know they would be, but whether there were any additional men there I could not say.

Senator SMITH. Did you see the captain frequently Sunday night?

Mr. BOXHALL. I saw him frequently during the watch, sir.

Senator SMITH. During the watch?

Mr. BOXHALL. Yes, sir.

Senator SMITH. From 8 o'clock on?

Mr. BOXHALL. Up to the time of the accident.

Senator SMITH. Up to the time the *Titanic* sank?

Mr. BOXHALL. Yes, sir.

Senator SMITH. How frequently?

Mr. BOXHALL. On and off most of the watch.

Senator SMITH. Where was he when you saw him at these times?

Mr. BOXHALL. Sometimes out on the outer bridge. I would go out and report. I was working observations out, if you understand, most of that watch; working out different calculations and reporting to him; and that is how it was I came in contact with him so much.

Senator SMITH. Where was he at other times when you saw him?

Mr. BOXHALL. Sometimes in his chart room and sometimes on the bridge and sometimes he would come to the wheelhouse, inside of the wheelhouse.

Senator SMITH. How do you know he would go to the wheelhouse?

Mr. BOXHALL. I would see him pass through.

Senator SMITH. You would see him passing through?

Mr. BOXHALL. Yes.

Senator SMITH. Would you see him frequently in the wheelhouse?

Mr. BOXHALL. Frequently, sir.

Senator SMITH. Was the captain on deck or on the bridge or in the wheelhouse when you assumed your watch at 8 o'clock?

Mr. BOXHALL. I could not say where he was. I do not remember seeing him at 8 o'clock.

Senator SMITH. How soon after you took your watch did you see him?

Mr. BOXHALL. As near as I can tell, I saw him about 9 o'clock.

Senator SMITH. About 9 o'clock?

Mr. BOXHALL. Yes.

Senator SMITH. For the first time?

Mr. BOXHALL. Yes. I did not say for the first time.

Senator SMITH. As nearly as you can recollect?

Mr. BOXHALL. No; but a particular instance recalls to me that I did see him about 9 o'clock.

Senator SMITH. When you saw him about 9 o'clock, do you mean just before 9 or just after 9?

Mr. BOXHALL. You are trying to drive me down to the minute, and I can not state.

Senator SMITH. I just want to get it as accurately as you can give it. Would you think it was before or after?

Mr. BOXHALL. I could not say.

Senator SMITH. About 9 o'clock?

Mr. BOXHALL. About 9 o'clock, sir.

Senator SMITH. Was anyone with him when you saw him at that time?

Mr. BOXHALL. That is another thing that is hard to say. I do not remember whether I saw him on the bridge or in the wheelhouse when I reported some positions that I had worked out.

Senator SMITH. Did you see Mr. Ismay?

Mr. BOXHALL. No, sir.

Senator SMITH. With the captain?

Mr. BOXHALL. No, sir.

Senator SMITH. On the bridge, in the wheelhouse, or on the deck that night?

Mr. BOXHALL. No, sir.

Senator SMITH. After you took your watch?

Mr. BOXHALL. No, sir; not until after the accident.

Senator SMITH. Not until after the accident?

Mr. BOXHALL. No, sir.

Senator SMITH. Did you talk with the captain Sunday night?

Mr. BOXHALL. Yes, sir.

Senator SMITH. How frequently?

Mr. BOXHALL. I could not say how frequently.

Senator SMITH. Do you know what time he dined that night?

Mr. BOXHALL. No, sir.

Senator SMITH. Or with whom he dined?

Mr. BOXHALL. No, sir.

Senator SMITH. Or where he dined?

Mr. BOXHALL. No, sir.

Senator SMITH. But you do know that about 9 o'clock you saw him on the deck, on the bridge, and in the wheelhouse at various times. Would you say all of the time in one of those three places after that?

Mr. BOXHALL. I did not know that the captain was anywhere away from the bridge the whole watch. I mean to say from the bridge quarters, taking the whole bridge together, all the chart rooms, and the open bridge. They are all practically on one square, and I do not think the captain was away from that altogether.

Senator SMITH. When did you last see the captain?

Mr. BOXHALL. When he told me to go away in the boat.

Senator SMITH. How long was that after the collision?

Mr. BOXHALL. I do not know what time I left the ship. I have been trying to find the time or trying to calculate, but I can not think what time it was.

Senator SMITH. Where were you when the collision took place?

Mr. BOXHALL. I was just approaching the bridge.

Senator SMITH. On the port or the starboard side?

Mr. BOXHALL. Starboard side.

Senator SMITH. Did the collision occur on the port or the starboard side?

Mr. BOXHALL. On the starboard side, sir.

Senator SMITH. And you were on deck at that time?

Mr. BOXHALL. On the deck, sir.

Senator SMITH. Approaching the bridge?

Mr. BOXHALL. Just approaching the bridge.

Senator SMITH. Could you see what had occurred?

Mr. BOXHALL. No, sir; I could not see what had occurred.

Senator SMITH. Did you know what had occurred?

Mr. BOXHALL. No, not at all. I heard the sixth officer say what it was.

Senator SMITH. What did he say that it was?

Mr. BOXHALL. He said we had struck an iceberg.

Senator SMITH. Was there any evidence of ice on any of the decks, to your knowledge, after that collision?

Mr. BOXHALL. Just a little on the lower deck. On the open deck I saw just a little, not much.

Senator SMITH. Do you know whether anyone was injured by that impact?

Mr. BOXHALL. No, I do not know; I never heard.

Senator SMITH. Did you continue to go toward the bridge after the impact?

Mr. BOXHALL. Yes, sir.

Senator SMITH. How far did you go?

Mr. BOXHALL. At the time of the impact I was just coming along the deck and almost abreast of the captain's quarters, and I heard the report of three bells.

Senator SMITH. What kind of a report? Describe it.

Mr. BOXHALL. The lookout's report.

Senator SMITH. What was said?

Mr. BOXHALL. Three bells were struck.

Senator SMITH. Three bells?

Mr. BOXHALL. That signifies something has been seen ahead. Almost at the same time I heard the first officer give the order "Hard astarboard," and the engine telegraph rang.

Senator SMITH. What did the order mean?

Mr. BOXHALL. Ordering the ship's head to port.

Senator SMITH. Did you see this iceberg at that time?

Mr. BOXHALL. Not at that time.

Senator SMITH. Did it extend above the deck that you were on?

Mr. BOXHALL. Oh, no, sir; it did not extend there.

Senator SMITH. A little lower?

Mr. BOXHALL. Yes, sir.

Senator SMITH. Do you know whether it struck the bow squarely?

Mr. BOXHALL. It seemed to me to strike the bluff of the bow.

Senator SMITH. Describe that.

Mr. BOXHALL. It is in the forward part of the ship, but almost on the side.

Senator SMITH. On which side?

Mr. BOXHALL. It is just where the ship begins to widen out on the starboard side.

Senator SMITH. How far would that be from the front of the ship?

Mr. BOXHALL. I do not know.

Senator SMITH. About how far?

Mr. BOXHALL. I could not say in feet.

Senator SMITH. How far would it be from the eyes?

Mr. BOXHALL. I do not know; I could not say.

Senator SMITH. You could not describe that?

Mr. BOXHALL. No; you could measure it on the plans, though.

Senator SMITH. About how far?

Mr. BOXHALL. I could not say how many feet. I have no idea of the number of feet.

Senator SMITH. But it was not a square blow on the bow of the ship?

Mr. BOXHALL. No, sir.

Senator SMITH. In ordinary parlance, would it be a glancing blow?

Mr. BOXHALL. A glancing blow.

Senator SMITH. Was the blow felt immediately?

Mr. BOXHALL. A slight impact.

Senator SMITH. How slight?

Mr. BOXHALL. It did not seem to me to be very serious. I did not take it seriously.

Senator SMITH. Slight enough to stop you in your walk to the bridge?

Mr. BOXHALL. Oh, no, no, no.

Senator SMITH. Heavy enough to stop you, I mean?

Mr. BOXHALL. No, sir.

Senator SMITH. So slight that you did not regard it as serious?

Mr. BOXHALL. I did not think it was serious.

Senator SMITH. Did you proceed to the bridge?

Mr. BOXHALL. Yes, sir.

Senator SMITH. Whom did you find there?

Mr. BOXHALL. I found the sixth officer and the first officer and captain.

Senator SMITH. The sixth officer, first officer, and the captain?

Mr. BOXHALL. Yes, sir.

Senator SMITH. All on the bridge together.

Mr. BOXHALL. Yes, sir.

Senator SMITH. What, if anything, was said by the captain?

Mr. BOXHALL. Yes, sir. The captain said, “What have we struck?” Mr. Murdock, the first officer, said, “We have struck an iceberg.”

Senator SMITH. Then what was said?

Mr. BOXHALL. He followed on to say—Mr. Murdock followed on to say, “I put her hard-a-starboard and run the engines full astern, but it was too close; she hit it.”

Senator FLETCHER. That was before she was struck?

Mr. BOXHALL. No; after.

Senator SMITH. That was after she struck?

Mr. BOXHALL. Yes.

Senator SMITH. He said that he put her hard-a-starboard?

Mr. BOXHALL. Yes, sir.

Senator SMITH. But it was too late?

Mr. BOXHALL. Yes, sir.

Senator SMITH. And he hit it?

Mr. BOXHALL. Yes, sir.

Senator SMITH. What did the captain say?

Mr. BOXHALL. Mr. Murdock also said, “I intended to port around it.”

Senator SMITH. “I intended to port around it”?

Mr. BOXHALL. “But she hit before I could do any more.”

Senator SMITH. Did he say anything more?

Mr. BOXHALL. “The water-tight doors are closed, sir.”

Senator SMITH. What did the captain say?

Mr. BOXHALL. Mr. Murdock continued to say, “The water-tight doors are closed, sir.”

Senator SMITH. Mr. Murdock continued to say, “Are they closed”?

Mr. BOXHALL. No; “They are closed.”

Senator SMITH. “The water-tight doors are closed”?

Mr. BOXHALL. “Are closed.”

Senator SMITH. Do you understand by that that he had applied the——

Mr. BOXHALL (interrupting). I saw him close them.

Senator SMITH. He had applied the electricity?

Mr. BOXHALL. Yes, sir.

Senator SMITH. And by that had closed the water-tight compartments?

Mr. BOXHALL. Yes, sir; and the captain asked him if he had rung the warning bell.

Senator SMITH. What did he say?

Mr. BOXHALL. He said, “Yes, sir.”

Senator SMITH. What is the warning bell?

Mr. BOXHALL. It is a small electric bell which rings at every water-tight door.

Senator SMITH. And he said that that had been done?

Mr. BOXHALL. Yes, sir.

Senator SMITH. What else did he say?

Mr. BOXHALL. We all walked out to the corner of the bridge then to look at the iceberg.

Senator SMITH. The captain?

Mr. BOXHALL. The captain, first officer, and myself.

Senator SMITH. Did you see it?

Mr. BOXHALL. I was not very sure of seeing it. It seemed to me to be a small black mass just not rising very high out of the water, just a little on the starboard quarter.

Senator SMITH. How far out of the water should you judge?

Mr. BOXHALL. I could not judge the size of it, but it seemed to me to be very, very low lying.

Senator SMITH. Did it extend up to B deck?

Mr. BOXHALL. Oh, no; the ship was past it then. It looked to me to be very, very low in the water.

Senator FLETCHER. Give us an idea; do not leave it there.

Senator SMITH. How far do you think it was above the water?

Mr. BOXHALL. That is hard to say. In my own opinion I do not think the thing extended above the ship's rail.

Senator SMITH. Above the ship's rail?

Mr. BOXHALL. No.

Senator SMITH. And how far was this rail above the water's edge?



Mr. BOXHALL. Probably about 30 feet.

Senator SMITH. About 30 feet?

Mr. BOXHALL. No; hardly 30 feet.

Senator SMITH. The distance from the water's edge to the boat deck was how far?

Mr. BOXHALL. I could get that measurement from the plan.

Senator SMITH. About 70 feet, was it not?

Mr. BOXHALL. From the boat deck it was about 70 feet to the water's edge. The boat deck is one deck above A. This rail, I mean, is on the C deck.

Senator SMITH. You say this looked like a black object?

Mr. BOXHALL. Yes.

Senator SMITH. Were the stars shining that night?

Mr. BOXHALL. The stars were shining.

Senator SMITH. And the moon?

Mr. BOXHALL. No moon.

Senator SMITH. No moon?

Mr. BOXHALL. No.

Senator SMITH. Was it clear?

Mr. BOXHALL. Clear.

Senator SMITH. And yet you wish to be understood as saying that, standing in the bow of the ship as far forward as you could get, and looking over directly at this obstacle, you were unable to determine exactly what it was?

Mr. BOXHALL. I was not standing in the bow of the ship, sir; I was standing on the bridge.

Senator SMITH. On the bridge?

Mr. BOXHALL. Yes.

Senator SMITH. But you could see this object, could you?

Mr. BOXHALL. I am not sure of seeing it; that is what I say, I would not swear to seeing it. But I fancied seeing this long-lying growler.

Senator SMITH. And that it looked dark?

Mr. BOXHALL. It looked to me as if it was very, very low.

Senator SMITH. And dark?

Mr. BOXHALL. Yes.

Senator SMITH. Did the captain seem to know what they had struck?

Mr. BOXHALL. No.

Senator SMITH. Did Mr. Murdock?

Mr. BOXHALL. Mr. Murdock saw it when we struck it.

Senator SMITH. Did he say what it was?

Mr. BOXHALL. Yes, sir.

Senator SMITH. What did he say it was?

Mr. BOXHALL. He said it was an iceberg.

Senator SMITH. After these signals were turned in, what was done?

Mr. BOXHALL. I do not know what was done, because I left the bridge then.

Senator SMITH. Where did you go?

Mr. BOXHALL. I went right down below, in the lowest steerage, as far as I could possibly get without going into the cargo portion of the ship, and inspected all the decks as I came up in the vicinity of where I thought she had struck?

Senator SMITH. What did you find?

Mr. BOXHALL. I found no damage. I found no indications to show that the ship had damaged herself.

Senator SMITH. On the inside?

Mr. BOXHALL. On the inside.

Senator SMITH. Did you say you went to the steerage?

Mr. BOXHALL. I went down to the steerage.

Senator SMITH. But found no evidence of injury there?

Mr. BOXHALL. No, sir.

Senator SMITH. Then where did you go?

Mr. BOXHALL. Then I went on the bridge and reported to the captain that I could not see any damage.

Senator SMITH. One moment, did you look farther, beyond the steerage?

Mr. BOXHALL. I looked in all the decks. I worked my way up to the top deck.

Senator SMITH. Looking at all of them in the forward part?

Mr. BOXHALL. In the forward part of the ship; that is, abreast of No. 2 and 3 hatches.

Senator SMITH. Then what did you do?

Mr. BOXHALL. I came right up to the bridge and reported that I could find no damage.

Senator SMITH. What did the captain say?

Mr. BOXHALL. He said, “Go down and find the carpenter and get him to sound the ship.”

Senator SMITH. Did you do so?

Mr. BOXHALL. I was proceeding down, but I met the carpenter.

Senator SMITH. What did you say to him?

Mr. BOXHALL. I said, “The captain wants you to sound the ship.”

He said, “The ship is making water,” and he went on the bridge to the captain, and I thought I would go down forward again and investigate, and then I met a mail clerk, a man named Smith, and he asked where the captain was. I said, “He is on the bridge.” He said, “The mail hold is full or filling rapidly.” I said, “Well, you go and report it to the captain and I will go down and see.” And I proceeded right down into the mail room.

Senator SMITH. What did you find there?

Mr. BOXHALL. I went down as far as the sorting-room deck and found mail clerks down there working.

Senator SMITH. Doing what?

Mr. BOXHALL. Taking letters out of the racks, they seemed to me to be doing.

Senator SMITH. Taking letters out of the racks and putting them into pouches?

Mr. BOXHALL. I could not see what they were putting them in.

Senator SMITH. You could not see what disposition they were making of them?

Mr. BOXHALL. I looked through an open door and saw these men working at the racks, and directly beneath me was the mail hold, and the water seemed to be then within 2 feet of the deck we were standing on.

Senator SMITH. What did you do in that situation?

Mr. BOXHALL (continuing). And bags of mail floating about. I went right on the bridge again and reported to the captain what I had seen.

Senator SMITH. What did he say?

Mr. BOXHALL. He said all right, and then the order came out for the boats.

Senator SMITH. You mean the order was given to man or lower the lifeboats?

Mr. BOXHALL. To clear the lifeboats.

Senator SMITH. Do you know anything about what the carpenter did after you left him?

Mr. BOXHALL. No, sir; I never saw him any more.

Senator SMITH. Do you know anything about the wireless?

Mr. BOXHALL. No, sir.

Senator SMITH. Or what the captain or any other officer did regarding it?

Mr. BOXHALL. No, sir.

Senator SMITH. When the order was given to clear the lifeboats, what did you do?

Mr. BOXHALL. I went around the decks and was clearing the lifeboats; helping take the covers off.

Senator SMITH. Covers off?

Mr. BOXHALL. Covers off of the boats, and clearing them generally.

Senator SMITH. Were they all covered?

Mr. BOXHALL. Yes, sir; except the sea boats; and assisting generally around the decks. Then I went into the chart room and worked out the ship's position. I was clearing boats for a little while, and then went in and worked the position out.

Senator SMITH. Did you report her position?

Mr. BOXHALL. I submitted her position to the captain.

Senator SMITH. What did he say?

Mr. BOXHALL. He said, "Take it to the Marconi room."

Senator SMITH. Did you do so?

Mr. BOXHALL. Yes, sir.

Senator SMITH. Did you find the operator in charge?

Mr. BOXHALL. I found the two operators there.

Senator SMITH. Who?

Mr. BOXHALL. Phillips and Bride.

Senator SMITH. What did you do with your information?

Mr. BOXHALL. There was too much noise of the steam escaping so I wrote the position down for them and left it.

Senator SMITH. You simply wrote the position down?

Mr. BOXHALL. Yes.

Senator SMITH. And handed it to the operator?

Mr. BOXHALL. Left it on his table there. He saw it; he made a call, and he was listening, and I did not interrupt him.

Senator SMITH. Did you remain to see what disposition was made of it?

Mr. BOXHALL. No.

Senator SMITH. Did you keep a copy of that? Or do you know exactly what that showed?

Mr. BOXHALL. That position?

Senator SMITH. Yes.

Mr. BOXHALL. Yes; I have the position.

Senator SMITH. Have you a memorandum of it?

Mr. BOXHALL. No; I have it in my head.

Senator SMITH. Give it to the reporter.

Mr. BOXHALL. Forty-one, forty-six; fifty, fourteen.

Senator BURTON. Give that again.

Mr. BOXHALL. Forty-one, forty-six, north; fifty, fourteen west.

Senator SMITH. Was that the last time the ship's position was taken?

Mr. BOXHALL. That is the position I worked up.

Senator SMITH. Was that the last time it was taken so far as you know?

Mr. BOXHALL. Yes; that was the position at the time she struck.

Senator SMITH. Was that where she sank, do you know?

Mr. BOXHALL. I do not know. She would just drift a little way farther on, probably half a mile or so.

Senator SMITH. What did you do after you left the operator's room?

Mr. BOXHALL. Went around the decks assisting to clear the decks and send distress signals off.

Senator SMITH. What do you mean by clearing the decks?

Mr. BOXHALL. Clearing the boats, I should say.

Senator SMITH. At that time were passengers on these decks?

Mr. BOXHALL. Yes.

Senator SMITH. Men and women?

Mr. BOXHALL. Men and women; yes, coming up.

Senator SMITH. What were they doing?

Mr. BOXHALL. I was too busy to take notice, as a matter of fact.

Senator SMITH. Did they have life preservers on, or life belts?

Mr. BOXHALL. Yes; I think all of them had life preservers that I saw.

Senator SMITH. Would you be willing to say that, so far as your observation went——

Mr. BOXHALL. They all had them, I should say, as far as my observation went.

Senator SMITH. Men and women?

Mr. BOXHALL. Yes, sir.

Senator SMITH. Children?

Mr. BOXHALL. I was around the bridge most of the time.

Senator SMITH. I want to get your best information about it.

Mr. BOXHALL. I was around the bridge most of the time sending off distress signals and endeavoring to signal to a ship that was ahead of us.

Senator SMITH. Taking the signals from the captain?

Mr. BOXHALL. No, sir.

Senator SMITH. Carrying them yourself to the operator?

Mr. BOXHALL. No; distress signals—rockets.

Senator SMITH. On the ship?

Mr. BOXHALL. Yes, sir.

Senator SMITH. Did you return again to the wireless room?

Mr. BOXHALL. No.

Senator SMITH. You say these passengers were gathered about on all decks?

Mr. BOXHALL. I did not leave the boat deck after that.

Senator SMITH. You remained on the upper deck?

Mr. BOXHALL. On the upper deck.

Senator SMITH. Where these lifeboats were?

Mr. BOXHALL. Where these lifeboats were.

Senator SMITH. And did you take part in clearing?

Mr. BOXHALL. Generally assisting.

Senator SMITH. Assisting in lowering these lifeboats?

Mr. BOXHALL. Not in lowering them, sir.

Senator SMITH. In manning them?

Mr. BOXHALL. Yes, sir, in manning them; but my attention until the time I left the ship was mostly taken up with firing off distress rockets and trying to signal a steamer that was almost ahead of us.

Senator SMITH. How far ahead of you?

Mr. BOXHALL. It is hard to say. I saw his masthead lights and I saw his side lights.

Senator SMITH. In what direction?

Mr. BOXHALL. Almost ahead of us.

Senator SMITH. On the same course, apparently?

Mr. BOXHALL. No; oh, no.

Senator SMITH. On the same general course?

Mr. BOXHALL. By the way she was heading she seemed to be meeting us.

Senator SMITH. Coming toward you?

Mr. BOXHALL. Coming toward us.

Senator SMITH. Do you know anything about what boat that was?

Mr. BOXHALL. No, sir.

Senator SMITH. Have you had any information since about it?

Mr. BOXHALL. None whatever.

Senator SMITH. You say you fired these rockets and otherwise attempted to signal her?

Mr. BOXHALL. Yes, sir. She got close enough, as I thought, to read our electric Morse signal, and I signaled to her; I told her to come at once, we were sinking; and the captain was standing——

Senator SMITH. This was the signal?

Mr. BOXHALL. Yes, sir.

Senator SMITH. Go ahead.

Mr. BOXHALL. I told the captain about this ship, and he was with me most of the time when we were signaling.

Senator SMITH. Did he also see it?

Mr. BOXHALL. Yes, sir.

Senator SMITH. Did he tell you to do anything else to arrest its attention?

Mr. BOXHALL. I went over and started the Morse signal. He said, “Tell him to come at once, we are sinking.”

Senator SMITH. You were sinking already, you say?

Mr. BOXHALL. Yes, sir.

Senator SMITH. “Come at once, we are sinking?”

Mr. BOXHALL. Yes.

Senator SMITH. What would be that signal?

Mr. BOXHALL. It was sent in the Morse key, the Morse code.

Senator SMITH. And you did that?

Mr. BOXHALL. Yes, sir.

Senator SMITH. And did you get any reply?

Mr. BOXHALL. I can not say I saw any reply. Some people say she replied to our rockets and our signals, but I did not see them.

Senator SMITH. Was any attempt made to get in wireless communication after you saw this boat—what you took to be a boat?

Mr. BOXHALL. I do not know what was transpiring in the wireless room.

Senator SMITH. These signals you utilized were Morse signals?

Mr. BOXHALL. Yes.

Senator SMITH. Are they recognized as standard for the sea?

Mr. BOXHALL. Oh, yes.

Senator SMITH. Are they a part of the British regulations?

Mr. BOXHALL. Yes, sir.

Senator SMITH. Did you see any signals from this ship at all?

Mr. BOXHALL. No; I can not say that I saw any signals, except her ordinary steaming light. Some people say they saw signals, but I could not.

Senator SMITH. In referring to “some people,” whom do you mean?

Mr. BOXHALL. People who were around the bridge.

Senator SMITH. Passengers?

Mr. BOXHALL. No; I should not say passengers.

Senator SMITH. Officers?

Mr. BOXHALL. I think it was stewards.

Senator SMITH. Stewards, the crew?

Mr. BOXHALL. And people waiting in the boats, or something.

Senator SMITH. They saw some of these signals?

Mr. BOXHALL. Some men said they saw her signals?

Senator SMITH. From what you saw of that vessel, how far would you think she was from the *Titanic*?

Mr. BOXHALL. I should say approximately the ship would be about 5 miles.

Senator SMITH. What lights did you see?

Mr. BOXHALL. The two masthead lights and the red light.

Senator SMITH. Were the two masthead lights the first lights that you could see?

Mr. BOXHALL. The first lights.

Senator SMITH. And what other lights?

Mr. BOXHALL. And then, as she got closer, she showed her side light, her red light.

Senator SMITH. So you were quite sure she was coming in your direction?

Mr. BOXHALL. Quite sure.

Senator SMITH. How long was this before the boat sank?

Mr. BOXHALL. It is hard to tell. I had no idea of the time then; I do not know what time it was then.

Senator SMITH. Can you recall about how long it was after the collision?

Mr. BOXHALL. No.

Senator SMITH. Was this information communicated to the wireless operator?

Mr. BOXHALL. What communication, sir?

Senator SMITH. This information communicated to the wireless operator?

Mr. BOXHALL. Not to my knowledge.

Senator SMITH. Did you know that they had sent out a distress signal?

Mr. BOXHALL. Oh, yes.

Senator SMITH. And you would expect that this boat would pick it up if they had a wireless on it?

Mr. BOXHALL. If she had a wireless installation.

Senator SMITH. You busied yourself with the Morse signals?

Mr. BOXHALL. Yes, sir.

Senator SMITH. Did they continue up to the time you assisted in clearing the lifeboats?

Mr. BOXHALL. I would signal the Morse and then go ahead and send off a rocket, and then go back and have a look at the ship until I was finally sent away.

Senator SMITH. Suppose you had had a searchlight on the bow of that boat, and could have thrown it strongly against this object that you seemed to see, do you think that would have apprised the vessel of its proximity to you and of your distress?

Mr. BOXHALL. Well, no doubt a searchlight might have called attention to it then.

Senator SMITH. This boat was not equipped with a searchlight?

Mr. BOXHALL. The *Titanic* was not; no.

Senator SMITH. Have you ever been employed on a ship that was so equipped?

Mr. BOXHALL. Not in the merchant service.

Senator SMITH. Not in the merchant service?

Mr. BOXHALL. No, sir.

Senator SMITH. Any other service?

Mr. BOXHALL. Yes.

Senator SMITH. In the naval service?

Mr. BOXHALL. In the naval service.

Senator SMITH. Is that a part of the equipment of the British naval service?

Mr. BOXHALL. Yes; all the ships that I have seen have a searchlight.

Senator SMITH. But not in the merchant service?

Mr. BOXHALL. Not in the merchant service.

Senator SMITH. In order that the record may be complete, will you kindly explain a little more in detail how the Morse signal is given.

Mr. BOXHALL. By means of a telegraphic key and a Morse lamp. It is a series of dots and dashes.

Senator SMITH. Which are reflected?

Mr. BOXHALL. No; there is no reflection at all; it is just simply showing the light in and out—an electric light.

Senator SMITH. How are the rockets exploded?

Mr. BOXHALL. The rockets are exploded by a firing lantern.

Senator SMITH. They shower?

Mr. BOXHALL. They go right up into the air and they throw stars.

Senator SMITH. How strong rockets do they have on these boats—what is the charge; do you know?

Mr. BOXHALL. I do not know sir; the board of trade regulations govern that.

Senator SMITH. Did they work satisfactorily?

Mr. BOXHALL. Oh, yes.

Senator SMITH. So that, so far as your manipulation of these signals and rockets—

Mr. BOXHALL. They were quite satisfactory.

Senator SMITH. The failure to arouse the attention of this ship was not due to any impaired or partial success of these signals?

Mr. BOXHALL. Not at all, sir.



Senator SMITH. You say you continued to fire the rockets and give the signals ?

Mr. BOXHALL. Yes, sir.

Senator SMITH. And then returned to the side of the ship ?

Mr. BOXHALL. Yes, sir.

Senator SMITH. And assisted in the work of the lifeboats ?

Mr. BOXHALL. Yes, sir.

Senator SMITH. All about the same time ?

Mr. BOXHALL. Yes, sir.

Senator SMITH. Now, Mr. Boxhall, how many people were on the boat deck, the upper deck, where these lifeboats were located ?

Mr. BOXHALL. At what time, sir ?

Senator SMITH. At the time you were clearing them, at the time they were lowered, the first ones were lowered ?

Mr. BOXHALL. I do not know what time the first boat was lowered.

Senator SMITH. Were you there when it was lowered ?

Mr. BOXHALL. I was around the bridge, but the first boat that was lowered was lowered away from aft.

Senator SMITH. Lowered from aft ?

Mr. BOXHALL. On the starboard side. I received the communication through the telephone in the wheelhouse that the first boat had been lowered. I did not notice the time.

Senator SMITH. Who lowered it ?

Mr. BOXHALL. I do not know who was aft.

Senator SMITH. The communication did not tell you ?

Mr. BOXHALL. No; I do not know who it was that told me through the telephone.

Senator SMITH. Have you since learned who lowered it ?

Mr. BOXHALL. No, sir.

Senator SMITH. Do you know anything about who was in this first boat ?

Mr. BOXHALL. No; I have not the slightest idea.

Senator SMITH. You say you did not see it lowered ?

Mr. BOXHALL. No, sir.

Senator SMITH. Did you see the second boat lowered ?

Mr. BOXHALL. No, sir.

Senator SMITH. Do you know where it was lowered from ?

Mr. BOXHALL. I have not the slightest idea where it was lowered from.

Senator SMITH. Whether aft or on the port or starboard side ?

Mr. BOXHALL. No; I do not know. The first boat was lowered from aft on the starboard side, I know, because that information was sent through to me on the phone.

Senator SMITH. But who sent it you do not know ?

Mr. BOXHALL. I do not know.

Senator SMITH. What did you do after receiving that communication ?

Mr. BOXHALL. I went outside again and was assisting generally.


Senator SMITH. Where did you go ? Which side of the boat ?

Mr. BOXHALL. I went on the port side.

Senator SMITH. Midships, or aft, or forward ?

Mr. BOXHALL. Around forward.

Senator SMITH. Were there any lifeboats forward ?

Mr. BOXHALL. Oh, yes. 

Senator SMITH. On each side?

Mr. BOXHALL. Yes.

Senator SMITH. How many?

Mr. BOXHALL. When I left the ship?

Senator SMITH. When the ship left Southampton, if you can tell. I want to find out the location of the lifeboats.

Mr. BOXHALL. They were equally divided on the boat deck—the port side and the starboard side.

Senator SMITH. Fore and aft?

Mr. BOXHALL. Fore and aft.

Senator SMITH. How many would be fore?

Mr. BOXHALL. There were 14 lifeboats. That would be 7 on either side.

Senator SMITH. Were these lifeboats all along the side?

Mr. BOXHALL. Yes, sir.

Senator SMITH. Continuously? There was no division between those midships and those forward?

Mr. BOXHALL. No, sir.

Senator SMITH. You say there were how many on a side?

Mr. BOXHALL. Seven on either side. I never counted them, but I think there were seven. There were 14 lifeboats and 2 sea boats. They were equally divided.

Senator SMITH. Did you see any of these lifeboats filled or lowered on the starboard side, either fore or aft?

Mr. BOXHALL. I saw some one filling the starboard emergency boat every time that I went and was firing off rockets. I fired them just close to the bows of this emergency boat.

Senator SMITH. There were only two emergency boats?

Mr. BOXHALL. That is all; but that one I noticed, because these distress rockets are dangerous things if they explode, and I had to keep people away clear while I fired the rockets.

Senator SMITH. On the port side you could have seen but one? There was one on each side?

Mr. BOXHALL. Yes.

Senator SMITH. You could have seen but one, and that was at the boat deck. Was it being lowered?

Mr. BOXHALL. I saw it just before it was lowered, and then I fired a rocket after it was lowered.

Senator SMITH. Do you know who was in that boat?

Mr. BOXHALL. No, I do not know who was in it. I did not notice who was working at the boat.

Senator SMITH. Do you know how many of the crew were in that boat?

Mr. BOXHALL. No; I do not.

Senator SMITH. Or how many passengers?

Mr. BOXHALL. I have not the slightest idea.

Senator SMITH. Or who the passengers were?

Mr. BOXHALL. No.

Senator SMITH. Or whether they were men or women?

Mr. BOXHALL. There were men in it.

Senator SMITH. Men and women?

Mr. BOXHALL. Yes.

Senator SMITH. In about what proportion?

Mr. BOXHALL. I could not say. My business—I was intent on sending these rockets out and did not stop to look.

Senator SMITH. Is that the only boat you saw lowered or filled?

Mr. BOXHALL. I did not see them in the act of lowering that boat.

Senator SMITH. Well, filling?

Mr. BOXHALL. I saw the people in it.

Senator SMITH. Is that the only one?

Mr. BOXHALL. No; I noticed other boats being filled, but I did not notice who was filling them. At such a time as that one does not stop to look who is doing things.

Senator SMITH. I understand that. Did you see the other boats of the same type lowered?

Mr. BOXHALL. I was in it when it was lowered.

Senator SMITH. You were in it. When was it lowered?

Mr. BOXHALL. I do not know the time.

Senator SMITH. Could you tell the order in which they were lowered, whether this was the second or third or fourth?

Mr. BOXHALL. When I was lowered away I was the last boat but one on the port side. There was one of the lifeboats lowered away after I left, a few minutes after I left, and then there were no more boats hanging in the davits on the port side.

Senator SMITH. Was there not one boat that was entangled in the gear and could not be lowered?

Mr. BOXHALL. No, sir; not that I know of. I never heard about it and I did not see it.

Senator SMITH. As far as you recollect, all of the lifeboats——

Mr. BOXHALL. As far as I recollect, and what I have heard, everything worked very smoothly in lowering the boats.

Senator SMITH. And all of the lifeboats had been lowered when the boat that you got in was lowered?

Mr. BOXHALL. All but one.

Senator SMITH. Where was that one?

Mr. BOXHALL. That was the next boat to me, aft.

Senator SMITH. A lifeboat or a collapsible?

Mr. BOXHALL. A lifeboat.

Senator SMITH. Did you have anything to do with filling these boats?

Mr. BOXHALL. I was assisting to get people along there, but I was not standing at the side of the boat, lifting them in actually.

Senator SMITH. What can you say about the anxiety of people to get into these boats; was there great anxiety?

Mr. BOXHALL. No, sir; I can not say that I saw that.

Senator SMITH. What can you say as to whether they were reluctant to get in?

Mr. BOXHALL. I did not notice that, either.

Senator SMITH. Were there many people on the boat deck when you got into this boat?

Mr. BOXHALL. No, sir.

Senator SMITH. Were there any people at all?

Mr. BOXHALL. There were some around by the other boat.

Senator SMITH. Anyone you knew?

Mr. BOXHALL. I did not notice.

Senator SMITH. Did you see Mr. Ismay at that time?

Mr. BOXHALL. No, sir. The last time I saw Mr. Ismay was some little while before I came away from the ship in my boat.

Senator SMITH. Before you came away?

Mr. BOXHALL. Yes, sir.

Senator SMITH. And you did not see him after that?

Mr. BOXHALL. No, sir.

Senator SMITH. Did you see Mr. Lightoller at that time—when you got in, I mean?

Mr. BOXHALL. No, sir. I saw Mr. Weyl.

Senator SMITH. Did you see Mr. Lowe or Mr. Pitman at that time?

Mr. BOXHALL. No, sir.

Senator SMITH. Did you see Mr. Murdock at that time?

Mr. BOXHALL. No; only Mr. Weyl and the captain.

Senator SMITH. Where was the captain?

Mr. BOXHALL. The captain was standing by this boat, this emergency boat.

Senator SMITH. The one you got in?

Mr. BOXHALL. Yes, sir.

Senator SMITH. How far from it?

Mr. BOXHALL. He was standing by the wheelhouse door, just abreast of this boat.

Senator SMITH. By the wheelhouse door, just abreast of this boat?

Mr. BOXHALL. Yes.

Senator SMITH. What was he doing?

Mr. BOXHALL. Supervising the boats being loaded, I think.

Senator SMITH. Loaded?

Mr. BOXHALL. Supervising passengers being put into the boat.

Senator SMITH. Did he tell you to get in?

Mr. BOXHALL. Yes, sir.

Senator SMITH. What did he say?

Mr. BOXHALL. He told me I had to get into that boat and go away.

Senator SMITH. Did any other officer get into that boat?

Mr. BOXHALL. No, sir.

Senator SMITH. Any other member of the crew?

Mr. BOXHALL. One man was in it.

Senator SMITH. Who was that?

Mr. BOXHALL. I do not know his name, sir; I forget.

Senator SMITH. What was his occupation?

Mr. BOXHALL. Sailorman.

Senator SMITH. But you do not know he was?

Mr. BOXHALL. There was one sailorman, one steward, and one cook; that is all.

Senator SMITH. There were four men in that boat?

Mr. BOXHALL. And one passenger.

Senator SMITH. A sailorman, a steward, a cook, yourself, and one male passenger?

Mr. BOXHALL. One male passenger.

Senator SMITH. Who was that passenger?

Mr. BOXHALL. He was a saloon passenger, who did not speak English. He had a black beard.

Senator SMITH. How old a man, apparently?

Mr. BOXHALL. A middle-aged man.

Senator SMITH. Did he seem to have any family there?

Mr. BOXHALL. I think he had his wife there and some children.

Senator SMITH. Did she get in?

Mr. BOXHALL. The boat was already loaded; I did not see the passengers being put in.

Senator SMITH. The boat was full?

Mr. BOXHALL. Yes, it seemed to me to be pretty full. The order was given to lower the boats away when I was sent to her.

Senator SMITH. How long was this before the boat sank?

Mr. BOXHALL. As near as I can judge, it seems to me about 20 minutes to half an hour.

Senator SMITH. Before the boat sank?

Mr. BOXHALL. Yes, sir.

Senator SMITH. Did you see the captain after that?

Mr. BOXHALL. No, sir.

Senator SMITH. Not at all?

Mr. BOXHALL. No, sir.

Senator SMITH. How far were you from the boat when it sunk?

Mr. BOXHALL. I suppose I was about a half a mile away.

Senator SMITH. Going in what direction?

Mr. BOXHALL. Resting on the oars.

Senator SMITH. Did all the men in that boat handle oars?

Mr. BOXHALL. Yes, sir.

Senator SMITH. Did any woman handle oars?

Mr. BOXHALL. I was handling one oar and a lady was assisting me with it. But she was not compelled to do it; she was not asked to do it.

Senator SMITH. Do you know who she was?

Mr. BOXHALL. No, sir.

Senator SMITH. Did you find out afterwards who she was?

Mr. BOXHALL. No; I did not find out at all.

Senator SMITH. You did not ask her to do that, you say?

Mr. BOXHALL. No, sir.

Senator SMITH. It was a voluntary service?

Mr. BOXHALL. Voluntary service.

Senator SMITH. You were resting on your oars about half a mile from the place where this ship went down?

Mr. BOXHALL. About half a mile.

Senator SMITH. When you left the ship's side, were there others trying to get into your boat?

Mr. BOXHALL. No, sir.

Senator SMITH. Man or women?

Mr. BOXHALL. No, sir.

Senator SMITH. As you proceeded from the ship's side did you see anyone in the water?

Mr. BOXHALL. No; not at all.

Senator SMITH. Did you encounter anyone in the water at all after you entered the boat?

Mr. BOXHALL. No, sir.

Senator SMITH. Did you ever return to the *Titanic* after leaving its side?

Mr. BOXHALL. I pulled around the ship's stern and was intending to go alongside, and tried to see if I could get alongside of the ship again.

Senator SMITH. What for?

Mr. BOXHALL. I reckoned I could take about three more people off the boat with safety.

Senator SMITH. Who made that suggestion to you—anyone?

Mr. BOXHALL. No.

Senator SMITH. Did the suggestion come from a woman passenger, or did you do it of your own motion?

Mr. BOXHALL. I did it of my own accord. I was in charge of the boat.

Senator SMITH. And you swung it around how close to the side?

Mr. BOXHALL. I kept a little distance off the ship.

Senator SMITH. How far off?

Mr. BOXHALL. Well probably a hundred yards or so.

Senator SMITH. Did anyone make any attempt to get into the boat?

Mr. BOXHALL. No—oh, no; there was no rush.

Senator SMITH. And did you halloo to anyone to come?

Mr. BOXHALL. No. I was hoping to be able to get alongside of the ship again.

Senator SMITH. Why did you not get close?

Mr. BOXHALL. Because when I got so close as that I thought it was wiser not to go any closer, and I put it to the people——

Senator SMITH. Wiser for what?

Mr. BOXHALL. Because there was only one man who understood my orders as to how to handle a boat.

Senator SMITH. Did you feel you were in danger from suction?

Mr. BOXHALL. Yes.

Senator SMITH. Was there any suction?

Mr. BOXHALL. Yes; I think there was a little suction.

Senator SMITH. How much?

Mr. BOXHALL. The boat seemed to be drawn closer to the ship. I think myself that there was more suction while the ship was settling bodily. That was shortly after we were lowered into the boat. I think there was more suction then than there was when she actually went down, because I pulled some distance off then.

Senator SMITH. You were not close enough to know actually what the suction was when she actually sank, or as she actually sank?

Mr. BOXHALL. No.

Senator SMITH. As a matter of fact, there was not much suction, was there?

Mr. BOXHALL. No; I do not think there was the suction that the people really thought there was. I was really surprised myself.

Senator SMITH. You were rather surprised, and all these officers were rather surprised, were they not, that there was so little suction?

Mr. BOXHALL. By hearsay, it seems to have been a general surprise to everybody that there was so little suction.

Senator SMITH. Do you know who the passenger was who got into the boat—the man?

Mr. BOXHALL. No.

Senator SMITH. Have you ever seen him since then?

Mr. BOXHALL. No; I have not.

Senator SMITH. You did not see him aboard the *Carpathia*?

Mr. BOXHALL. No, sir. There was a lady there whom I asked to steer the boat according to my orders. I asked her to pull the tiller toward her or away.

Senator SMITH. Was that Mrs. Douglass?

Mr. BOXHALL. Mrs. Douglass, and she assisted me greatly in doing that.

Senator SMITH. Then you were in Mrs. Douglass's boat?

Mr. BOXHALL. Yes.

Senator SMITH. Did you see her afterwards?

Mr. BOXHALL. Yes; on board the *Carpathia*.

Senator SMITH. And talked with her?

Mr. BOXHALL. Yes; I had a talk with her.

Senator SMITH. Have you seen her since?

Mr. BOXHALL. No, sir.

Senator SMITH. Her husband did not survive?

Mr. BOXHALL. No; he did not.

Senator SMITH. She took the tiller of the lifeboat and steered it?

Mr. BOXHALL. Yes, sir.

Senator SMITH. And you pulled on the oar?

Mr. BOXHALL. Yes.

Senator SMITH. Do you know, with reference to the other lifeboats, when yours reached the side of the *Carpathia*?

Mr. BOXHALL. Yes; I was the first one there.

Senator SMITH. Who was the first person to step out of your boat?

Mr. BOXHALL. That I do not know.

Senator SMITH. You do not remember whether it was Mrs. Douglass or yourself——

Mr. BOXHALL. It was not myself, because I handed everybody out before I came out.

Senator SMITH. Did you step onto a little bridge there on the side of the *Carpathia*?

Mr. BOXHALL. No.

Senator SMITH. On some little steps that went up the side?

Mr. BOXHALL. There was a stepladder up the side.

Senator SMITH. A direct ladder?

Mr. BOXHALL. Yes; a direct ladder.

Senator SMITH. And you assisted the passengers to that ladder?

Mr. BOXHALL. Yes, put the rope over their heads; put their arms through a rope, and then assisted them up in that way.

Senator SMITH. Did you land all the passengers in your boat?

Mr. BOXHALL. Yes, everyone.

Senator SMITH. Aboard the *Carpathia*?

Mr. BOXHALL. Yes.

Senator SMITH. Can you give the hour when you went alongside?

Mr. BOXHALL. No, sir. They told me on board the *Carpathia* afterwards that it was about 10 minutes after 4, approximately.

Senator SMITH. Had you been rowing or lying on your oars from the time you left the *Titanic* until——

Mr. BOXHALL. No; I had been showing green lights most of the time. I had been showing pyrotechnic lights on the boat.

Senator SMITH. Your boat was equipped with lights?

Mr. BOXHALL. Yes, sir.

Senator SMITH. Were any of the other lifeboats so equipped or did you see any lights of that character on the other boats?

Mr. BOXHALL. Not of that character; no, sir.

Senator SMITH. Between the time you left the *Titanic* and the time you reached the *Carpathia*, I mean?

Mr. BOXHALL. No.



Senator SMITH. Then you can not tell exactly when your lifeboat was lowered, as to time?

Mr. BOXHALL. No, sir.

Senator SMITH. What is the full complement of a lifeboat of the size you were in when lowered and fitted for an emergency—the official complement?

Mr. BOXHALL. You do not mean for “Man overboard,” or anything like that?

Senator SMITH. No; what is the rule with reference to the manning the lifeboats, how many sailors or seamen or officers are ordinarily required to take charge of a lifeboat in such an emergency?

Mr. BOXHALL. Well, you want at least two men.

Senator SMITH. At least two?

Mr. BOXHALL. Two men who understand orders in a boat to do the pulling, and one man to give the orders and do the steering.

Senator SMITH. And how many were there in your boat—four?

Mr. BOXHALL. I had three men pulling and myself.

Senator SMITH. And yourself signalling—and the male passenger?

Mr. BOXHALL. Well, the male passenger did not do much.

Senator SMITH. He could not?

Mr. BOXHALL. He did not.

Senator SMITH. Do you know of your own knowledge how many men Mr. Lightoller put into the first boat he lowered on the port side?

Mr. BOXHALL. No, sir; I do not.

Senator SMITH. Did you see the *Titanic* sink?

Mr. BOXHALL. No; I can not say that I saw her sink. I saw the lights go out, and I looked two or three minutes afterwards and it was 25 minutes past 2. So I took it that when she sank would be about 20 minutes after 2.

Senator SMITH. How far were you from her then?

Mr. BOXHALL. I would say we were then about three-fourths of a mile from her.

Senator SMITH. So you are unable to tell what scenes were then transpiring on the *Titanic*?

Mr. BOXHALL. Yes, sir.

Senator SMITH. Did you have any conversation with Mr. Ismay that night?

Mr. BOXHALL. Yes, sir.

Senator SMITH. Where?

Mr. BOXHALL. On board of the ship.

Senator SMITH. At what time?

Mr. BOXHALL. On the bridge, probably about ten minutes or a quarter of an hour before I came away in the boat.

Senator SMITH. On the bridge, about ten minutes or a quarter of an hour before you went down over the side in the lifeboat?

Mr. BOXHALL. Yes, sir.

Senator SMITH. Did you know him personally?

Mr. BOXHALL. Yes, sir.

Senator SMITH. How long had you known him?

Mr. BOXHALL. I had known him by sight for about three years. He has crossed before in some ships I have been in.

Senator SMITH. What did he say to you?

Mr. BOXHALL. He asked me why I did not get the people in the boat and get away?

Senator SMITH. What did you say to him?

Mr. BOXHALL. I told him the boat's crew were ready, and the boat was ready to be put away when the captain's order was given.

Senator SMITH. And the order had not yet been given?

Mr. BOXHALL. No, sir.

Senator SMITH. Was that all that was said?

Mr. BOXHALL. That is all.

Senator SMITH. Did he say anything about himself?

Mr. BOXHALL. No, sir; he passed on then.

Senator SMITH. Who was with him at that time.

Mr. BOXHALL. He was standing alone at that time.

Senator SMITH. Did you see him on the boat deck or on the bridge when you entered the lifeboat?

Mr. BOXHALL. No; I can not say that I did.

Senator SMITH. On which side was the lifeboat that you were on?

Mr. BOXHALL. The port side.

Senator SMITH. Was Mr. Lightoller there?

Mr. BOXHALL. I did not see Mr. Lightoller.

Senator SMITH. Was he on the port side?

Mr. BOXHALL. Yes. I think most of the time that I saw Mr. Lightoller he was working on that side, but in the latter part I did not see him.

Senator SMITH. Do you know whether he had charge of that side in loading these lifeboats?

Mr. BOXHALL. Well, I do not know that he had charge when the chief officer was there. The chief officer, I mean, who was there when my boat was sent away.

Senator SMITH. Do you refer to the captain when you say the chief officer?

Mr. BOXHALL. No; I refer to the chief officer, Mr. Wilde?

Senator SMITH. The captain was there also?

Mr. BOXHALL. Yes; but Mr. Wilde superintended the loading of the boat.

Senator SMITH. Mr. Wilde superintended lowering the boats on the port side?

Mr. BOXHALL. I do not say the boats on the port side; I say he superintended the boat I was on.

Senator SMITH. That boat was on the port side?

Mr. BOXHALL. That was on the port side.

Senator SMITH. So, if Mr. Lightoller took charge of the port side in lowering these boats he did so after you left?

Mr. BOXHALL. He was working down the port side most of the time right from the first. I never saw Mr. Lightoller on the starboard side. Whenever I did see him it was on the port side.

Senator SMITH. Did you see Mr. Murdock?

Mr. BOXHALL. Yes.

Senator SMITH. On the starboard side?

Mr. BOXHALL. I saw Mr. Murdock on the port side at times.

Senator SMITH. But you do not know whether he had charge of the lifeboats on the starboard side or not?

Mr. BOXHALL. No; I do not know.

Senator SMITH. You say you did not see Mr. Ismay after you saw him on the bridge and before the order had been given to clear the lifeboats or lower the lifeboats?

Mr. BOXHALL. I did not see him; no, sir.

Senator SMITH. When did you next see him?

Mr. BOXHALL. When he came alongside in the collapsible boat outside of the *Carpathia*.

Senator SMITH. Do you know what boat that was?

Mr. BOXHALL. I do not know any number; it was a collapsible boat.

Senator SMITH. How soon did it appear at the side of the *Carpathia* after you reached there?

Mr. BOXHALL. It was one of the last boats that came.

Senator SMITH. And it was a collapsible boat?

Mr. BOXHALL. Yes; it was a collapsible boat.

Senator SMITH. Do you know the number?

Mr. BOXHALL. I do not know any number of it.

Senator SMITH. Do you know who was in it?

Mr. BOXHALL. Mr. Carter was in it. I saw Mr. Carter.

Senator SMITH. Who was Mr. Carter?

Mr. BOXHALL. A passenger.

Senator SMITH. Where does he reside?

Mr. BOXHALL. I have not the slightest idea.

Senator SMITH. Is he an American?

Mr. BOXHALL. I do not know that either.

Senator SMITH. Was Mr. Carter in this same boat with Mr. Ismay?

Mr. BOXHALL. Yes.

Senator SMITH. Were there any other men in that boat?

Mr. BOXHALL. Yes; I saw some men who looked to me like Filipinos.

Senator SMITH. Foreigners?

Mr. BOXHALL. Yes.

Senator SMITH. How many?

Mr. BOXHALL. I do not know whether there were three or four of them.

Senator SMITH. Were there any women or children in the boat?

Mr. BOXHALL. Yes; it was full of them.

Senator SMITH. How many were in the boat?

Mr. BOXHALL. I will not say that it was full of women and children. Now I come to think of it, there was a foreigner there, a steerage passenger who could not speak English—a man.

Senator SMITH. How many of these Filipinos were there?

Mr. BOXHALL. Three or four.

Senator SMITH. And Mr. Ismay, Mr. Carter, and this foreigner who could not speak English?

Mr. BOXHALL. Yes.

Senator SMITH. Were there any other men in there?

Mr. BOXHALL. Not that I know of; I can not say. I did not take that much notice. One did not stop to look what men were there in the boats or who they were; it was just a case of passing them out.

Senator SMITH. Exactly; but could you see who held the oars or who propelled the boat?

Mr. BOXHALL. No, sir; I did not notice that.

Senator SMITH. About how long after you arrived before the other boats arrived?

Mr. BOXHALL. The first boat did not arrive until at least half an hour after I arrived there.

Senator SMITH. You arrived there and had a half hour intervene?

Mr. BOXHALL. Yes; and then I had passed up crews from either two or three boats from that same gangway before Mr. Ismay came.

Senator SMITH. Was it daylight?

Mr. BOXHALL. It was quite daylight; yes.

Senator SMITH. Was the *Carpathia* under steam?

Mr. BOXHALL. No, sir; not at that time.

Senator SMITH. How far do you think she was from the place where the *Titanic* sunk?

Mr. BOXHALL. When was this, sir?

Senator SMITH. When Mr. Ismay's boat appeared.

Mr. BOXHALL. I can not say that, either, because we pulled off a little way, as the *Carpathia* was steaming toward our green lights.

Senator SMITH. She saw your lights?

Mr. BOXHALL. Yes.

Senator SMITH. As a matter of fact, were there any other lights visible on the lifeboats except those on your boat?

Mr. BOXHALL. I saw some lifeboat lights, but the usual lifeboat's lights. They were very dim, small lamps.

Senator SMITH. If all those lifeboats had been lighted, it would have impressed itself upon you, would it not?

Mr. BOXHALL. Lighted the same——

Senator SMITH. The same as yours?

Mr. BOXHALL. But this was a box of green lights that happened to be thrown into the boat.

Senator SMITH. Accidentally?

Mr. BOXHALL. No, sir; not accidentally.

Senator SMITH. Intentionally?

Mr. BOXHALL. Yes, sir; because I told the man to put them in.

Senator SMITH. Was it a part of the equipment of the boat?

Mr. BOXHALL. No; it was not a part of the equipment; but I told him to put them in for anybody that would happen to find them.

Senator SMITH. I see. And after the boat was lowered you lighted them?

Mr. BOXHALL. Yes.

Senator SMITH. Did they make a brilliant light?

Mr. BOXHALL. Yes; a very brilliant light.

Senator SMITH. You think the *Carpathia* steamed toward these lights?

Mr. BOXHALL. They did.

Senator SMITH. And you say that is the reason they reached you first?

Mr. BOXHALL. Yes.

Senator SMITH. Did you notice any lights burning on any of the other lifeboats when you had boarded the *Carpathia*? I assume that you were looking at these boats.

Mr. BOXHALL. When I had boarded the *Carpathia*, no.

Senator SMITH. No other lights were visible on other lifeboats?

Mr. BOXHALL. No; because it was daylight. It was daylight before I got my passengers on board the ship.

Senator SMITH. Well, that is all right. But let us clear up the light business just a little more, so that we may have an accurate record on that point. Could you say of your own knowledge that any other lifeboat than the one you were in had lights burning on it

when it came alongside or just preceding its coming alongside of the *Carpathia*?

MR. BOXHALL. I saw several of the boats—in fact all of the life-boats—when I was in my boat, which had lighted lamps in them.

SENATOR SMITH. Had lamps in them?

MR. BOXHALL. Had lamps in them—before I saw the *Carpathia*.

SENATOR SMITH. Before you saw the *Carpathia*?

MR. BOXHALL. Yes.

SENATOR SMITH. Where were those lights displayed?

MR. BOXHALL. I was not close enough to see.

SENATOR SMITH. Where would they be displayed—on the forward end?

MR. BOXHALL. Usually by the man who steers the boat.

SENATOR SMITH. Back of the tiller?

MR. BOXHALL. In the bottom of the boat, not back of the tiller—

SENATOR SMITH. I do not mean back of the tiller, but back near the tiller.

MR. BOXHALL. Just in the bottom of the boat. I could see the reflection of the lights; I did not see the lights themselves.

SENATOR SMITH. But you are not ready to say that they all had lights burning, are you?

MR. BOXHALL. No; not that they all had lights burning; but I saw several.

SENATOR SMITH. Now, Mr. Boxhall, did you personally become acquainted with any of the American passengers on that boat?

MR. BOXHALL. On what boat?

SENATOR SMITH. On the *Titanic*.

MR. BOXHALL. No, sir; not until after the accident. After we got on board the *Carpathia* I met one or two.

SENATOR SMITH. But were you aware at any time between Southampton and the place of this accident of the presence on shipboard of a large number of Americans?

MR. BOXHALL. Yes, sir.

SENATOR SMITH. Did you at any time learn who they were?

MR. BOXHALL. Yes; by glancing through the passenger list.

SENATOR SMITH. Can you tell any names that you now particularly recall?

MR. BOXHALL. Yes; I recall that Col. Astor and his wife were aboard.

SENATOR SMITH. You recall that you saw Col. Astor's name on this list?

MR. BOXHALL. Yes.

SENATOR SMITH. Did you see him or his wife personally?

MR. BOXHALL. I have seen him walking on the top deck.

SENATOR SMITH. Did you know who he was?

MR. BOXHALL. One of the officers—I think it was one of the officers who told me.

SENATOR SMITH. Any other Americans?

MR. BOXHALL. No; I do not know any others that I could name.

SENATOR SMITH. Any Canadians of prominence?

MR. BOXHALL. No, sir.

SENATOR SMITH. Or any other passengers of prominence or any other passenger at all whose name you remember?

MR. BOXHALL. No; I do not remember the names of them.

Senator SMITH. Did you see Col. Astor after this collision occurred?

Mr. BOXHALL. No, sir.

Senator SMITH. Or his wife?

Mr. BOXHALL. I never saw his wife at all.

Senator SMITH. Do you know what part of the ship they were in?

Mr. BOXHALL. No, sir; I have not the slightest idea.

Senator SMITH. I mean as to their quarters.

Mr. BOXHALL. Yes; I understand what you mean.

Senator SMITH. Did you know of the presence of any other Americans than the ones you have mentioned particularly?

Mr. BOXHALL. No, sir.

Senator SMITH. About how long, if you remember, before you reached the side of the *Carpathia* did you see these lights extinguished on the *Titanic*?

Mr. BOXHALL. Before I boarded the *Carpathia*, you say?

Senator SMITH. Yes.

Mr. BOXHALL. Before I boarded the *Carpathia*; well, the *Titanic*'s lights seem to have disappeared some considerable time before I boarded the *Carpathia*, because I saw the *Carpathia*'s lights for some considerable time.

Senator SMITH. After you boarded the *Carpathia* during that early morning, Monday morning, or after you left the *Titanic*'s side, did you see any icebergs?

Mr. BOXHALL. Not until I got within about two or three ship's lengths of the *Carpathia*, when I saw her engines were stopped—then I saw the icebergs; it was just breaking daylight then.

Senator SMITH. Where were they?

Mr. BOXHALL. Close to the *Carpathia*.

Senator SMITH. How close?

Mr. BOXHALL. He seemed to have stopped within half a mile or quarter of a mile of the berg.

Senator SMITH. How many did you see?

Mr. BOXHALL. Numerous bergs. As daylight broke I saw them.

Senator SMITH. About how many?

Mr. BOXHALL. I would not like to say.

Senator SMITH. More than two?

Mr. BOXHALL. Certainly more than two. Several bergs.

Senator SMITH. That is four or five or six?

Mr. BOXHALL. And field ice. I could see field ice then as far as the eye could see.

Senator SMITH. How large were these icebergs?

Mr. BOXHALL. Well, I did not see any of them considered large icebergs—not like one sees in the Canadian trade.

Senator SMITH. Did you hear the captain of the *Carpathia* testify last Friday morning in New York?

Mr. BOXHALL. I was up there when he started, but I did not stay in the committee room.

Senator SMITH. Did you hear him say that he saw icebergs Monday morning, or an iceberg that was nearly 200 feet high?

Mr. BOXHALL. No, sir; I did not hear him say that.

Senator SMITH. You say that you were within about half a mile of an iceberg and that the *Carpathia* was within that range of one?

Mr. BOXHALL. Yes; I should say she would be well within half a mile of an iceberg when I boarded her.



Senator SMITH. How did this iceberg look to you? I mean as to color?

Mr. BOXHALL. White.

Senator SMITH. Did they all look about the same color?

Mr. BOXHALL. They looked white to me in the sunlight.

Senator SMITH. Was the sun up then?

Mr. BOXHALL. No; but after the sun got up they looked white.

Senator SMITH. In the early morning, at the dawn—daybreak?

Mr. BOXHALL. No; at daybreak they looked quite black.

Senator SMITH. Was it after daybreak when you got alongside of the *Carpathia*?

Mr. BOXHALL. Day was breaking. I only saw them a little while before I got to the *Carpathia*.

Senator SMITH. Do you care to correct your statement that they appeared white when you first saw them?

Mr. BOXHALL. They did not appear white when I first saw them.

Senator SMITH. How did they appear?

Mr. BOXHALL. They appeared black.

Senator SMITH. After you boarded the *Carpathia*, while she was cruising around the scene of the wreck, did you see other icebergs?

Mr. BOXHALL. Oh, yes.

Senator SMITH. How many?

Mr. BOXHALL. I could not say. There were numerous icebergs; that is the easiest way or the best way to express it.

Senator SMITH. Did you distinguish between an iceberg and a growler, or are they the same thing in the language of mariners?

Mr. BOXHALL. Yes, I do make a distinction between an iceberg and a growler.

Senator SMITH. Let us have that distinction.

Mr. BOXHALL. As I understand a growler, it is a low-lying iceberg.

Senator SMITH. Partially submerged?

Mr. BOXHALL. They are all submerged; but I mean one lying, it might be, very largely on the surface of the water, but not high; it might be large or it might be small, but it is low lying.

Senator SMITH. And the larger it gets——

Mr. BOXHALL. Then it gets to be an iceberg?

Senator SMITH. There is another kind of ice that you encounter——

Mr. BOXHALL. Field ice.

Senator SMITH. Off the Great Banks.

Mr. BOXHALL. Yes.

Senator SMITH. What is that?

Mr. BOXHALL. Field ice is a lot of ice all together.

Senator SMITH. Like a raft?

Mr. BOXHALL. Yes; not unlike a raft, I should say. It is a large expanse of ice covering the water.

Senator SMITH. Level with the surface?

Mr. BOXHALL. No; a little above the surface.

Senator SMITH. Rising above the surface?

Mr. BOXHALL. Just a little above the surface.

Senator SMITH. And extending over how much area? I suppose they vary, but how much area have you seen covered?

Mr. BOXHALL. With ice?

Senator SMITH. With ice on the sea, in the vicinity of the Great Banks.



Mr. BOXHALL. This is the first time that I have seen field ice on the Great Banks.

Senator SMITH. You have never seen it on the Great Banks before?

Mr. BOXHALL. No.

Senator SMITH. And you have been on the Great Banks before?

Mr. BOXHALL. Oh, yes.

Senator SMITH. How often?

Mr. BOXHALL. I have been running to New York since I was 19 years of age.

Senator SMITH. And you have never seen any field ice?

Mr. BOXHALL. I have seen icebergs, but have never seen any field ice before.

Senator SMITH. Was the ship on its usual course?

Mr. BOXHALL. Yes.

Senator SMITH. Have you ever crossed at this time of the year before?

Mr. BOXHALL. Oh, yes; many times.

Senator SMITH. Can you tell what the theory of the navigator is as to where these icebergs and growlers and field ice come from?

Mr. BOXHALL. As far as I understand, they come from the Arctic region.

Senator SMITH. What are they composed of, if you know?

Mr. BOXHALL. Some people who have been very close to them tell me that they have seen sand and gravel and rocks and things of that kind in them.

Senator SMITH. Rocks and other substances?

Mr. BOXHALL. And earth. I have never been close enough to see that.

Senator SMITH. I suppose you mean the iceberg when you say that?

Mr. BOXHALL. The icebergs; yes, sir.

Senator SMITH. And those icebergs are supposed to come from the Arctic regions?

Mr. BOXHALL. Yes; so I believe.

Senator SMITH. And float down into the open sea?

Mr. BOXHALL. Yes.

Senator SMITH. How far east have you ever seen them?

Mr. BOXHALL. I do not know how far east I have seen them. It has been many years since I have seen any until this time.

Senator SMITH. Is it understood by mariners, navigators, that they are more frequent in the latitude of the Great Banks?

Mr. BOXHALL. Around 50 west; 47 to 50 west, I think, as near as I can remember.

Senator SMITH. From 47 to 50 west they are known to exist?

Mr. BOXHALL. Yes.

Senator SMITH. And it is customary to be particularly careful in that vicinity?

Mr. BOXHALL. Oh, yes, sir.

Senator SMITH. Well, how did it happen that in that identical vicinity it was not thought necessary to increase the lookout?

Mr. BOXHALL. I do not know. The lookout may have been increased; I can not say. I was busy most of the watch in the chart room, making calculations.

Senator SMITH. As far as you know, of your own knowledge, it was not?

MR. BOXHALL. I did not hear any extra lookouts reported as being put on.

SENATOR SMITH. You did not see any extra officers that night forward on the bridge deck?

MR. BOXHALL. No.

SENATOR SMITH. How far did the *Carpathia* run on Monday before she was out of sight of the icebergs?

MR. BOXHALL. I could not say.

SENATOR SMITH. Were you not observing the situation?

MR. BOXHALL. No, sir.

SENATOR SMITH. Between the time that you left the *Titanic* and the morning dawned did you see any icebergs?

MR. BOXHALL. No, sir; but I know that it was there.

SENATOR SMITH. You knew they were there?

MR. BOXHALL. Yes, sir.

SENATOR SMITH. Any growlers?

MR. BOXHALL. I saw nothing; but I heard the water on the ice as soon as the lights went out on the ship.

SENATOR SMITH. That water, you think, was on the ice, after the boat went down? That is, you could hear something?

MR. BOXHALL. Yes, sir.

SENATOR SMITH. In that vicinity?

MR. BOXHALL. A little while after the ship's lights went out and the cries subsided, then I found out that we were near the ice.

SENATOR SMITH. You could hear it?

MR. BOXHALL. Yes.

SENATOR SMITH. Does your statement also cover the field ice?

MR. BOXHALL. Yes; it covers all the ice, sir. I heard the water rumbling or breaking on the ice. Then I knew that there was a lot of ice about, but I could not see it from the boat.

SENATOR SMITH. Do you know what precautions the captain of the *Carpathia* took when he found himself among ice?

MR. BOXHALL. No, sir.

SENATOR SMITH. Do you know whether he doubled his lookout?

MR. BOXHALL. I do not know.

SENATOR SMITH. He proceeded toward New York how long after all the lifeboats had been raised?

MR. BOXHALL. Approximately, I should say, well on in the forenoon, when he set the course to New York.

SENATOR SMITH. That is, 9 or 10 o'clock?

MR. BOXHALL. No; I think it was well after that. We were steaming around the wreckage for quite a long time. I did not notice the time, but it must have been quite late in the forenoon.

SENATOR SMITH. Steaming around——

MR. BOXHALL. Steaming around the scene of disaster.

SENATOR SMITH. Where were you when they were steaming around?

MR. BOXHALL. I was on the bridge for a few minutes shortly after we got the boats on board.

SENATOR SMITH. For how long?

MR. BOXHALL. About a quarter of an hour, I think.

SENATOR SMITH. And remained on the bridge of the *Carpathia* after the boats were all raised?

MR. BOXHALL. Yes.

SENATOR SMITH. Did you see any bodies floating in the water?

Mr. BOXHALL. I remained on the bridge until he started off for New York direct; I do not know what time that was.

Senator SMITH. Did you see any floating bodies?

Mr. BOXHALL. I saw one floating body, sir.

Senator SMITH. A man or woman?

Mr. BOXHALL. A man, sir.

Senator SMITH. Did you see the face distinctly?

Mr. BOXHALL. No; I could not. It had a life preserver on.

Senator SMITH. Dead.

Mr. BOXHALL. Oh, yes; quite dead.

Senator SMITH. How do you know?

Mr. BOXHALL. We could see by the way the body was lying.

Senator SMITH. What is the ordinary position of a dead body in the water with a life preserver on?

Mr. BOXHALL. This body looked as if the man was lying as if he had fallen asleep with his face over his arm.

Senator SMITH. On his side?

Mr. BOXHALL. On his side.

Senator SMITH. Were you near enough to describe his features?

Mr. BOXHALL. Not at all, sir.

Senator SMITH. Is that the only body you saw?

Mr. BOXHALL. That is the only body I saw.

Senator SMITH. The only body you saw either dead or alive?

Mr. BOXHALL. Yes; dead or alive.

Senator SMITH. There must have been hundreds of bodies in the water about the *Titanic*.

Mr. BOXHALL. No one ever saw any at all.

Senator SMITH. You say they were all equipped with life belts?

Mr. BOXHALL. I do not remember seeing anybody without a life belt.

Senator SMITH. Did you know of any persons refusing to enter the lifeboats?

Mr. BOXHALL. No; only by hearsay.

Senator SMITH. Did you hear that many had refused to enter the lifeboats?

Mr. BOXHALL. I heard it on board the *Carpathia*, that some of them had refused.

Senator SMITH. Well, those on board the *Carpathia* had not refused. You heard that others had refused?

Mr. BOXHALL. I heard that others had refused.

Senator SMITH. Did you hear any names given of those who had refused?

Mr. BOXHALL. I do not know; I may have heard the names and not taken any notice, not knowing them.

Senator SMITH. Could you repeat them?

Mr. BOXHALL. No; I could not.

Senator SMITH. Any of them?

Mr. BOXHALL. No, I could not.

Senator SMITH. Were any of the names you heard the names of women as well as men?

Mr. BOXHALL. I could not say.

Senator SMITH. Did you see any person—man, woman, or child—who refused to get into a lifeboat?

Mr. BOXHALL. No, sir.

Senator SMITH. Did you see any man, woman, or child refused permission to get into a lifeboat?

Mr. BOXHALL. No, sir.

Senator SMITH. Did you see any man, woman, or child ejected from a lifeboat?

Mr. BOXHALL. No, sir.

Senator SMITH. Did you see any man or woman attempt to reach a lifeboat while you were on the deck or when your lifeboat was in the water?

Mr. BOXHALL. Do you mean to rush it or get in quietly?

Senator SMITH. To struggle to get in?

Mr. BOXHALL. No, sir; I did not.

Senator SMITH. To try to get in or attempt to get in?

Mr. BOXHALL. I saw several get in, but all I saw try to get in got in.

Senator SMITH. Did you see any get in from the water?

Mr. BOXHALL. No.

Senator SMITH. Did you see anyone in the water attempt to get in?

Mr. BOXHALL. I did not see anyone in the water. It was dark, sir.

Senator SMITH. So you could not see anyone?

Mr. BOXHALL. I could not see anybody in the water. I was looking around for them, keeping my eyes open, but I did not see anyone.

Senator SMITH. If you had seen some one in the water, what would you have done?

Mr. BOXHALL. Taken them in the boat at once.

Senator SMITH. No matter whether its capacity was apparently tested or not?

Mr. BOXHALL. I should have taken them in the boat.

Senator SMITH. You would not have left them?

Mr. BOXHALL. No, sir.

Senator SMITH. If you had seen any struggling man or woman in the water——

Mr. BOXHALL. I should have taken them in as far as safety would allow, but I did not see anyone in the water.

Senator SMITH. That particular morning the water was calm?

Mr. BOXHALL. Perfectly calm.

Senator SMITH. And unruffled, was it?

Mr. BOXHALL. Perfectly calm.

Senator SMITH. So that each boat could have accommodated its full capacity?

Mr. BOXHALL. Oh, yes.

Senator SMITH. Safely?

Mr. BOXHALL. Yes.

Senator SMITH. How many people were in your boat?

Mr. BOXHALL. I estimate about 25, as near as I can tell.

Senator SMITH. Was that its full capacity?

Mr. BOXHALL. I reckoned between 25 and 30 that the boat had in her. I did not find out exactly how many she had. I think 30 would be about all she could carry.

Senator SMITH. You did not count them?

Mr. BOXHALL. I tried to count them.

Senator SMITH. But you did not succeed?

Mr. BOXHALL. There were some people in the boat that did not speak English, who did not answer.

Senator SMITH. But you could count them?

Mr. BOXHALL. I could not count them.

Senator SMITH. You could not see them or could not make them answer?

Mr. BOXHALL. I could not make them answer.

Senator SMITH. You tried to count them by having each——

Mr. BOXHALL. Sing out his number.

Senator SMITH. Sing out his number?

Mr. BOXHALL. Yes.

Senator SMITH. And you could not see with your eyes sufficiently plainly to count them?

■ Mr. BOXHALL. No, sir; I could not. Then I found out that I had more people in the boat than I thought I had, perhaps.

Senator SMITH. How many did you have?

Mr. BOXHALL. I did not count them, sir.

Senator SMITH. But you found you had more than you thought you had? How did you find that out?

Mr. BOXHALL. By the time it took me to discharge that boat in smooth water—they were crawling out from under thwarts and everywhere. That is the way I found it out.

Senator FLETCHER. You were not in a lifeboat?

Mr. BOXHALL. In a small lifeboat.

Senator FLETCHER. Not a collapsible boat?

Mr. BOXHALL. No, sir; not a collapsible boat.

Senator FLETCHER. A sea boat?

Mr. BOXHALL. Yes, sir.

Senator FLETCHER. You divide them into three classes of boats: First, the lifeboats that hold 65 people; second, the sea boats that hold 25 or 30?

Mr. BOXHALL. Yes.

Senator FLETCHER. And the collapsible boats?

Mr. BOXHALL. Yes.

Senator FLETCHER. You were not in a lifeboat?

Mr. BOXHALL. I was in a sea boat.

Senator NEWLANDS. Just let me ask you one question. You say you could not see any of those icebergs until dawn, but you heard the lapping of the water?

Mr. BOXHALL. Will you repeat that question?

Senator NEWLANDS. I understand you to say that you could not see any of those icebergs until dawn, but that you heard the lapping of the water against the icebergs?

Mr. BOXHALL. Yes; that is what I said.

Senator NEWLANDS. That was a clear night, was it?

Mr. BOXHALL. Perfectly clear; starlight; you could almost see the stars set.

Senator NEWLANDS. How do you account for the fact that you could not see the icebergs, if the night was so clear?

Mr. BOXHALL. I do not know. I do not know what it was about it. I could not understand. Of course, sound travels quite a long way on the water, and being so close to the water, and it being such a calm night, you would probably hear the water lapping on those bergs for quite a long, long ways..

Senator NEWLANDS. In your experience on the water, have you come across many icebergs prior to this time?

Mr. BOXHALL. Yes; I have come across a good few, I suppose.

Senator NEWLANDS. It is always difficult to see them at night?

Mr. BOXHALL. No, not always; not always. On such a night as that, even if there is no moon, you can very, very often see an iceberg by the water on the sides of it; that is, if there is a little breeze. But when the water is in one of those oily calms——

Senator NEWLANDS. Will you speak a little louder?

Mr. BOXHALL. It was like an oily calm when the *Titanic* struck, and for a long, long time after we were in the boats, and you could not see anything at all then.

Senator NEWLANDS. You judge of the presence of icebergs, then, by the appearance of the water around the icebergs and not by the sight of bergs themselves; is that it?

Mr. BOXHALL. On such a night as that, yes.

Senator NEWLANDS. And when the sea is smooth it is difficult, then, to discern this appearance?

Mr. BOXHALL. Yes. I think if there had been a little ripple on the waters we should have stood a very good chance of seeing that iceberg in time to miss it—in time to clear it.

Senator SMITH. We will adjourn now until 10 o'clock to-morrow morning, and I desire to ask you to be present promptly in the morning, Mr. Boxhall, and we will try and hasten our examination as fast as possible.

Mr. BOXHALL. Yes, sir.

At 6.20 p. m. the subcommittee adjourned until to-morrow, Tuesday, April 23, 1912, at 10 o'clock a. m.





# **“TITANIC” DISASTER**

---

V K1255  
T5

## **HEARING**

**BEFORE A**

## **SUBCOMMITTEE OF THE COMMITTEE ON COMMERCE UNITED STATES SENATE**

**SIXTY-SECOND CONGRESS**

**SECOND SESSION**

**PURSUANT TO**

**S. RES. 283**

**DIRECTING THE COMMITTEE ON COMMERCE TO INVESTIGATE THE CAUSES LEADING TO THE WRECK  
OF THE WHITE STAR LINER “TITANIC”**

---

**PART 4**

---

**Printed for the use of the Committee on Commerce**

---

**SUBCOMMITTEE OF THE COMMITTEE ON COMMERCE.**

**UNITED STATES SENATE.**

**WILLIAM ALDEN SMITH, Michigan, *Chairman.***

**GEORGE C. PERKINS, California.**

**F. M. SIMMONS, North Carolina.**

**JONATHAN BOURNE, Jr., Oregon.**

**FRANCIS G. NEWLANDS, Nevada.**

**THEODORE E. BURTON, Ohio.**

**DUNCAN U. FLETCHER, Florida.**

**W. M. MCKINSTY, *Clerk.***

LIST OF WITNESSES.

Fleet, Frederick.....	Page. 315
Peuchen, Maj. Arthur C.....	329
Pitman, Herbert John.....	259



# **“TITANIC” DISASTER.**

**TUESDAY, APRIL 23, 1912.**

**SUBCOMMITTEE OF THE COMMITTEE ON COMMERCE,  
UNITED STATES SENATE,  
Washington, D. C.**

The subcommittee met at 10 o'clock a. m.

Present: Senators William Alden Smith (chairman), Perkins, Burton, Newlands, and Fletcher.

Senator SMITH. When we closed the hearing yesterday afternoon Mr. Boxhall, the third officer of the *Titanic*, was on the stand. It had been the intention of the committee to recall him this morning and the reason for not doing so is the following note:

APRIL 23, 1912.

This is to certify that Mr. J. B. Boxhall, third officer of the *Titanic*, is under my professional care and treatment and that, in my opinion, he is physically unable to appear before the Senate investigating committee to-day.

CHARLES C. MARBURY, M. D.

## **TESTIMONY OF HERBERT JOHN PITMAN—Recalled.**

Senator SMITH. As I recall it, Mr. Pitman, you were examined in New York with reference to the log only?

Mr. PITMAN. That is right, sir.

Senator SMITH. Did you, at that time, give your full name?

Mr. PITMAN. Yes.

Senator SMITH. You may repeat it now, please.

Mr. PITMAN. Herbert John Pitman.

Senator SMITH. Where do you reside, Mr. Pitman?

Mr. PITMAN. Somerset, England.

Senator SMITH. How old are you?

Mr. PITMAN. Thirty-four.

Senator SMITH. What is your business?

Mr. PITMAN. Sailor; officer.

Senator SMITH. How long have you been engaged in marine employment?

Mr. PITMAN. About 17 years.

Senator SMITH. Did you have any marine education or instruction as navigator before entering that employment?

Mr. PITMAN. None whatever.

Senator SMITH. In what capacities have you served?

Mr. PITMAN. Four years as an apprentice; three years as an officer in a sailing ship.

Senator SMITH. In stating your employment, will you kindly state with what line or upon what ship you served?

Mr. PITMAN. Yes. Four years with James Nourse (Ltd.), as an apprentice; three years as an officer in the same employ; about twelve months in the Blue Anchor Line, running to Australia; six months in the Shire Line, running to Japan; and five years with the White Star.

Senator SMITH. In what capacity did you serve with the White Star?

Mr. PITMAN. Second, third, and fourth officer; second officer for two months.

Senator SMITH. On what vessels of the White Star Line have you served?

Mr. PITMAN. On the *Dolphin*, the *Majestic*, and the *Oceanic*.

Senator SMITH. And the *Titanic*?

Mr. PITMAN. Yes.

Senator SMITH. When did you first see the *Titanic*?

Mr. PITMAN. In Belfast.

Senator SMITH. Can you recall the day?

Mr. PITMAN. I think it was March 27.

Senator SMITH. Of this year?

Mr. PITMAN. Of this year.

Mr. BURLINGHAM. I think he holds a master's certificate, Senator, too, if you care to bring that out.

Senator SMITH. Do you hold a master's certificate?

Mr. PITMAN. Yes, sir. I have had it seven years.

Senator SMITH. From whom?

Mr. PITMAN. From the board of trade.

Senator SMITH. You say you first saw the *Titanic* at Belfast?

Mr. PITMAN. Yes, sir; March 27, if I remember right.

Senator SMITH. March 27?

Mr. PITMAN. Yes.

Senator SMITH. Were you present during the trial tests of the *Titanic*?

Mr. PITMAN. Yes, sir.

Senator SMITH. Did you take any special part in them?

Mr. PITMAN. Yes; I was on the bridge most of the time.

Senator SMITH. Of what did these tests consist?

Mr. PITMAN. Just steaming around and performing evolutions.

Senator SMITH. Turning circles?

Mr. PITMAN. Turning circles and adjusting the compass.

Senator SMITH. How long did those tests take?

Mr. PITMAN. About eight hours, sir.

Senator SMITH. Were the tests made in the open sea, or in Belfast Lough?

Mr. PITMAN. Both, sir.

Senator SMITH. What tests were made in the open sea?

Mr. PITMAN. Oh, simply steaming trials.

Senator SMITH. What trials?

Mr. PITMAN. Steam trials.

Senator SMITH. Did you try out her speed? Did you try out the speed of the ship?

Mr. PITMAN. It was not exactly a trial of her speed; because I understand we have none in the White Star Line.

Senator SMITH. Then there was no trial of speed there to your knowledge?

Mr. PITMAN. Not as regards the measured mile.

Senator SMITH. Do you know how many boilers were working?

Mr. PITMAN. I have no idea, sir.

Senator SMITH. After the trial tests were made, where did you go then?

Mr. PITMAN. We proceeded to Southampton.

Senator SMITH. During the trial tests did you see any officer or director of the White Star Line, or of the International Co., aboard the ship?

Mr. PITMAN. I did not know any of them, sir; so that I can not say.

Senator SMITH. What time did you reach Southampton?

Mr. PITMAN. At midnight on Thursday, the 29th of March.

Senator SMITH. At midnight on Thursday, the 29th of March?

Mr. PITMAN. I think that is the correct date.

Senator SMITH. What was done then with the ship?

Mr. PITMAN. She was simply made fast in her berth.

Senator SMITH. What did you do?

Mr. PITMAN. I kept my usual watch.

Senator SMITH. Did you remain aboard the ship until her departure from Southampton?

Mr. PITMAN. When it was my watch, sir.

Senator SMITH. And when it was not your watch you busied yourself in other ways?

Mr. PITMAN. Yes, sir.

Senator SMITH. Off the ship?

Mr. PITMAN. Exactly.

Senator SMITH. I wish you would tell the committee the circumstances of the departure of the *Titanic* from Southampton—whether the weather was clear, whether there was any sea, and any other circumstance that you can recall.

Mr. PITMAN. We left the dock at 12.15. The weather was very fine.

Senator SMITH. You left at 12.15 a. m.?

Mr. PITMAN. P. m. Nothing in particular happened——

Senator SMITH. 12.15 p. m. of what day?

Mr. PITMAN. Wednesday, April 10.

Nothing exciting happened, with the exception of breaking the moorings of the *New York*, which was caused by the backwash from our starboard propeller. We managed to get clear of that and proceeded to Cherbourg.

Senator SMITH. Was that a serious detention?

Mr. PITMAN. No, sir; about half an hour, sir; that is all.

Senator SMITH. Did that occur immediately when you were ready to start?

Mr. PITMAN. We had already started. We were away from our berth.

Senator SMITH. Officer, what was the weather?

Mr. PITMAN. Perfect weather. Summer weather.

Senator SMITH. Was the weather good all the way to the place of the collision?

Mr. PITMAN. From the time we left Southampton.

Senator SMITH. You had no heavy sea?

Mr. PITMAN. None whatever, sir.

Senator SMITH. So far as you can recall, did you have a starlit sky?



Mr. PITMAN. We had a starlit sky; yes. We had sky observations every night and every morning.

Senator SMITH. You, of course, knew Officer Murdock?

Mr. PITMAN. Well, sir.

Senator SMITH. The second officer?

Mr. PITMAN. Yes.

Senator SMITH. And but four of the officers of the *Titanic* survived?

Mr. PITMAN. Four. That is correct, sir.

Senator SMITH. Three besides yourself?

Mr. PITMAN. Three besides myself.

Senator SMITH. I wish you would tell the committee what your duties were when you were on watch.

Mr. PITMAN. My duties comprised working out celestial observations, finding the deviation of the compass, general supervision around the decks, and looking after the quartermasters; also relieving the bridge if necessary.

Senator SMITH. Was it a part of your duty to drill the men?

Mr. PITMAN. No, not exactly to drill them, sir; to give them work.

Senator SMITH. Was it a part of your duty to go through practice with the men?

Mr. PITMAN. No, sir. I gave them their work.

Senator SMITH. You gave them their work?

Mr. PITMAN. I told them what to do; the quartermasters only, sir.

Senator SMITH. Are there any specified times fixed for drill of the men under the practice of the White Star Line?

Mr. PITMAN. What do you mean, Senator? Do you mean boat drill, sir?

Senator SMITH. Yes.

Mr. PITMAN. Yes. We always have boat drill leaving Southampton

Senator SMITH. On leaving Southampton?

Mr. PITMAN. Yes; which is witnessed by the board of trade. We also have boat drill in Queenstown.

Senator SMITH. Of what did that drill consist?

Mr. PITMAN. Lowering two or three boats into the water and pulling away.

Senator SMITH. It consisted of lowering two or three lifeboats?

Mr. PITMAN. Yes, sir.

Senator SMITH. Were you present when that was done?

Mr. PITMAN. It was not done this time, sir; not in Queenstown.

Senator SMITH. I understood you to say at Southampton?

Mr. PITMAN. At Southampton it was done.

Senator SMITH. Were you present at that drill?

Mr. PITMAN. I was, sir.

Senator SMITH. How many boats were lowered?

Mr. PITMAN. Two, sir.

Senator SMITH. On the starboard or on the port side?

Mr. PITMAN. On the starboard side.

Senator SMITH. Both?

Mr. PITMAN. Both on the starboard side; yes.

Senator SMITH. What else was done at that drill?

Mr. PITMAN. Well, there was nothing, sir. That drill took place simply to satisfy the board of trade that the boats were all right, and that the men knew how to pull an oar.

Senator SMITH. But what I would like to know is just what it was necessary to do in order to satisfy the board of trade.

Mr. PITMAN. Well, put a crew of men in the boat, lower her into the water, and pull her around the harbor and sail her back to the satisfaction of the board of trade officials.

Senator SMITH. That was the lifeboats?

Mr. PITMAN. Yes, the lifeboats.

Senator SMITH. And two of them were lowered?

Mr. PITMAN. Two of them were lowered.

Senator SMITH. And manned?

Mr. PITMAN. Manned.

Senator SMITH. And rowed about?

Mr. PITMAN. Rowed about the harbor, and sailed back. It is done every trip, and we vary the boats.

Senator SMITH. How many men were in each boat that day?

Mr. PITMAN. Approximately eight.

Senator SMITH. Were there eight in each boat that day?

Mr. PITMAN. Approximately eight.

Mr. BURLINGHAM. Mr. Chairman, may I suggest that you ask whether the men on board were assigned to the various boats?

Senator SMITH. I am coming to that. Tell me whether any further time was spent in practice than you have described?

Mr. PITMAN. Not on this particular voyage. It is customary every Sunday to have boat and fire drill. If we can not have it on Sunday, if the weather does not permit that, we have it on some other day.

Senator SMITH. As a matter of fact, no further drill was had on the *Titanic* after leaving Southampton, was there?

Mr. PITMAN. No, sir.

Senator SMITH. And this drill consisted in summoning how many officers and men to the deck?

Mr. PITMAN. All the deck department were there.

Senator SMITH. And they all witnessed, and approximately 16 of them participated in, the practical test of two lifeboats?

Mr. PITMAN. Exactly.

Senator SMITH. Were they both lifeboats, or were they of a different type?

Mr. PITMAN. They were both lifeboats.

Senator SMITH. There was no test, then, of the collapsibles?

Mr. PITMAN. No; none whatever.

Senator SMITH. Or of the smaller lifeboats?

Mr. PITMAN. No, sir.

Senator SMITH. And both these boats were lowered from the starboard side?

Mr. PITMAN. From the starboard side.

Senator SMITH. And you saw them lowered?

Mr. PITMAN. Yes, sir.

Senator SMITH. What officers were placed in charge of them?

Mr. PITMAN. The fifth and sixth.

Senator SMITH. Who composed the crews of these lifeboats?

Mr. PITMAN. Quartermasters and sailors. I could not give you their names.

Senator SMITH. They were sailors?

Mr. PITMAN. Sailors; yes.

Senator SMITH. I would like to know whether each officer had his especial and particular station assigned to him on the *Titanic*?

Mr. PITMAN. Every man in the crew had his particular station on the *Titanic*.

Senator SMITH. And your station was what?

Mr. PITMAN. No. 5 boat.

Senator SMITH. No. 5 boat?

Mr. PITMAN. Yes, sir.

Senator SMITH. You say they were assigned. You were assigned to No. 5 boat, and had responsibility for that boat while you were on watch in the event of trouble?

Mr. PITMAN. Yes. It was not necessary that I should go in No. 5 boat.

Senator SMITH. No; but you were assigned at that point?

Mr. PITMAN. Yes; that was my boat for boat and fire drill.

Senator SMITH. For boat and fire drill. Was there any fire drill aboard the *Titanic* after you left Southampton?

Mr. PITMAN. There was not, sir.

Senator SMITH. And the only practice drill was what you have described?

Mr. PITMAN. That is all.

Senator SMITH. Were you on the bridge during Saturday or Sunday preceding the accident?

Mr. PITMAN. Oh, yes; part of the time, sir.

Senator SMITH. What part of the time on Saturday?

Mr. PITMAN. Saturday afternoon from 12 to 4.

Senator SMITH. During that time did you see any icebergs?

Mr. PITMAN. No, sir.

Senator SMITH. Or any field ice?

Mr. PITMAN. No ice at all, sir.

Senator SMITH. Did you hear anything about any ice on Saturday?

Mr. PITMAN. No, sir.

Senator SMITH. Did you hear anything about a wireless message from the *Californian*?

Mr. PITMAN. No, sir.

Senator SMITH. On Saturday or Sunday?

Mr. PITMAN. Yes; I heard something about a wireless message from some ship. Or it may have been Saturday night; I am not sure.

Senator SMITH. When you were on watch?

Mr. PITMAN. No; I was not on watch.

Senator SMITH. When did you hear it, as near as you can recollect?

Mr. PITMAN. I have not the slightest idea, sir; it was either Saturday night or Sunday morning.

Senator SMITH. Not when you were on watch?

Mr. PITMAN. No, sir; because Mr. Boxhall put on the chart the position of the iceberg.

Senator SMITH. And did you know about that?

Mr. PITMAN. I knew about that; yes, sir.

Senator SMITH. Did you see him put it on or see the chart?

Mr. PITMAN. Yes; I saw the mark there.

Senator SMITH. What kind of a mark was it?

Mr. PITMAN. He would just simply make a cross and write “ice” in front of it.

Senator SMITH. Which indicated ice?

Mr. PITMAN. Ice; yes, sir.

Senator SMITH. This was Sunday?

Mr. PITMAN. It may have been Saturday night.

Senator SMITH. Saturday night or Sunday?

Mr. PITMAN. Yes, sir.

Senator SMITH. Now, officer, did you have any talk with Mr. Boxhall or Mr. Murdock or Mr. Lowe regarding the proximity of the *Titanic* to ice?

Mr. PITMAN. I did not; sir.

Senator SMITH. Did you have any talk with the captain about it?

Mr. PITMAN. It was not my place to talk with the captain about such things.

Senator SMITH. I understand; but I did not know but what you might have done so.

Mr. PITMAN. No, sir.

Senator SMITH. Did the captain speak to you about it?

Mr. PITMAN. He did not, sir.

Senator SMITH. Were you with the captain on the bridge at all on Saturday afternoon or Sunday preceding the collision?

Mr. PITMAN. Yes; he used to pay periodical visits to the bridge.

Senator SMITH. How often?

Mr. PITMAN. I did not particularly notice that.

Senator SMITH. About how often; how many times?

Mr. PITMAN. He may have been up there a half a dozen times in a watch.

Senator SMITH. Half a dozen times in four hours?

Mr. PITMAN. Four hours; yes, sir.

Senator SMITH. And during those visits to the bridge you can not recall hearing the captain speak about proximity to ice?

Mr. PITMAN. No, sir.

Senator SMITH. Did you see any ice, yourself, on Sunday? Did you notice any change in the temperature of the weather?

Mr. PITMAN. Yes. That would not denote anything at all, sir.

Senator SMITH. You do not think that would denote anything?

Mr. PITMAN. No, because in this country and in our own country we will probably want no clothes on at all, and the next day we will want overcoats, winter clothes, and that is not due to ice.

Senator SMITH. You have been a navigator for a good many years?

Mr. PITMAN. I have been an officer for about 14 years.

Senator SMITH. Have you ever been up to the Grand Banks before?

Mr. PITMAN. The Banks of Newfoundland?

Senator SMITH. Yes; crossing them in the months of August to January? Did you ever cross them before in the month of April?

Mr. PITMAN. We never did, sir.

Senator SMITH. Have you ever seen any ice in that part of the sea, the North Atlantic?

Mr. PITMAN. One small berg.

Senator SMITH. Where?

Mr. PITMAN. I can not recollect exactly where it was, sir.

Senator SMITH. As a matter of fact, do you not know that before ice is seen at all from the deck of a ship the ice will often indicate its presence? Does not the reflection of the rays from the sun or the moon tell some definite story about the proximity of ice?

Mr. PITMAN. It may do so in the Arctic region, but never in the Atlantic Ocean.

Senator SMITH. Never in the north Atlantic Ocean?

Mr. PITMAN. There is not sufficient ice there to cause that.

Senator SMITH. On a clear day, over the ice on the horizon is it not true that the sky is much paler or lighter in color and distinguishable from that overhead?

Mr. PITMAN. No, sir.

Senator SMITH. In the north Atlantic?

Mr. PITMAN. No, sir.

Senator SMITH. On a clear day icebergs can be seen for a long distance, can they not?

Mr. PITMAN. It depends on their size.

Senator SMITH. If they are, say, a hundred feet high.

Mr. PITMAN. Oh, yes.

Senator SMITH. Readily?

Mr. PITMAN. Oh, yes; they can be seen some distance. Of course it depends on the atmosphere, and whether the sun is shining or not.

Senator SMITH. Does foggy weather make any difference in seeing an iceberg?

Mr. PITMAN. Of course you would not see it so far.

Senator SMITH. As a matter of fact, during foggy weather are not icebergs seen through the fog by their apparent blackness?

Mr. PITMAN. That may be so. I have never seen them, though.

Senator SMITH. You have never seen them. Are there any other signs known to mariners by which icebergs may be discovered, or their proximity known?

Mr. PITMAN. I do not think there are any signs at all, sir.

Senator SMITH. Is it not a fact that there is an echo in the vicinity of an iceberg?

Mr. PITMAN. I never heard of it, sir.

Senator SMITH. From a steam whistle or foghorn?

Mr. PITMAN. I never experienced it, sir.

Senator SMITH. You heard what Mr. Boxhall said yesterday about knowing that there were icebergs because he could hear the wash while he was going in the lifeboat from the *Titanic* to the *Carpathia*?

Mr. PITMAN. Oh, that is quite possible, because we were only about half a mile from them then, or possibly less than that. There was perfect silence.

Senator SMITH. Have you ever heard such noises as that?

Mr. PITMAN. Never, sir.

Senator SMITH. Do you know how the proximity of an iceberg can be tested, mathematically?

Mr. PITMAN. No, sir.

Senator SMITH. Did you ever hear of it?

Mr. PITMAN. No, sir. As regards the temperature of the water, it is absolutely useless.

Senator SMITH. The temperature of the water is absolutely useless?

Mr. PITMAN. Absolutely useless.

Senator SMITH. In your opinion?

Mr. PITMAN. I have proven it.

Senator SMITH. Has anybody ever told you that, knowing the time between the blast of a whistle at sea and the reflected sound, the distance in feet may be found by multiplying by a certain numeral?

Mr. PITMAN. No, sir.

Senator SMITH. Five hundred and fifty?

Mr. PITMAN. No, sir.

Senator SMITH. And none of these signs were familiar to you?

Mr. PITMAN. None, whatever, sir.

Senator SMITH. Did you ever hear anything about them before?

Mr. PITMAN. No, sir.

Senator SMITH. How about the explosion of an iceberg? Do you know that icebergs explode when they come down from the Arctic region and strike the warmer Gulf stream; that the cold and the heat often cause a loud explosion?

Mr. PITMAN. Scientists say so, but we have no proof of that.

Senator SMITH. You have never found it so?

Mr. PITMAN. No, sir.

Senator SMITH. And have never heard these explosions?

Mr. PITMAN. No, sir.

Senator SMITH. Have you ever thought that the absence of swell or wave motion in a fresh breeze is a sign that there is land or ice on the weather side of the ship?

Mr. PITMAN. No, sir.

Senator SMITH. Do you regard the presence of seal herds or flocks of birds as in any way indicating the proximity of land?

Mr. PITMAN. Certainly not.

Senator SMITH. Or icebergs?

Mr. PITMAN. Certainly not. We have them in the southern ocean all the way across, for thousands of miles—flocks of birds.

Senator SMITH. Do you ever have any ice in the southern ocean?

Mr. PITMAN. Occasionally, sir.

Senator SMITH. Have you ever seen any there?

Mr. PITMAN. I have, sir.

Senator SMITH. How large a growler or berg?

Mr. PITMAN. One I saw about 18 months ago, and there were three, as a matter of fact——

Senator SMITH. Where did you see them?

Mr. PITMAN. Off the Falkland Islands. One was about 700 feet long and 600 feet wide and fully 500 feet high.

Senator SMITH. Were you surprised to see it?

Mr. PITMAN. Not at all, sir.

Senator SMITH. You expected to see it?

Mr. PITMAN. What do you mean? Oh, I thought you meant the size of it. No; we did not expect to see ice.

Senator SMITH. But, as a matter of fact, you found it?

Mr. PITMAN. Yes, sir; in the daylight.

Senator SMITH. How close were you to this berg you speak of?

Mr. PITMAN. About a mile, sir.

Senator SMITH. What was the color?

Mr. PITMAN. When the sun was shining on it, it was a perfect white.

Senator SMITH. What time of the day or night did you see it first?

Mr. PITMAN. In the morning, about 8 o'clock.

Senator SMITH. Did you see it in the night at all?

Mr. PITMAN. I did not, sir; when the sun was not shining on it, it looked like a perfectly black berg, like a huge island, and that is where I proved that the temperature of the water is absolutely no indication of icebergs.



Senator SMITH. How about the temperature of the air?

Mr. PITMAN. No; it was not affected at all.

Senator SMITH. Do you mean to say that it never is affected by the prevalence of field ice or icebergs?

Mr. PITMAN. No; I would say that it would not be, after my experience with ice.

Senator SMITH. Is it not a fact that the temperature of the air falls as ice approaches?

Mr. PITMAN. It may do so.

Senator SMITH. What about this iceberg that you saw in southern waters?

Mr. PITMAN. It did not affect the temperature in the slightest.

Senator SMITH. Which side of the ship would be apt to realize that fall of temperature first?

Mr. PITMAN. The weather side.

Senator SMITH. The leeward?

Mr. PITMAN. No; the weather side; the windward side.

Senator SMITH. I ask you whether the fall of the temperature of the sea water is not sometimes a sign of the proximity of an iceberg?

Mr. PITMAN. I should never put any reliance in it myself, sir.

Senator SMITH. Do you know of your own knowledge that water was taken from the sea every two hours during the journey from Southampton to the place of the accident?

Mr. PITMAN. That is so, sir.

Senator SMITH. What was it taken for?

Mr. PITMAN. Well, it is a custom in the ships.

Senator SMITH. It is not a mere custom, is it; it must have some meaning?

Mr. PITMAN. And it is for meteorological observation.

Senator SMITH. Do you know of your own knowledge whether any tests of the temperature of that water were made on board the *Titanic*?

Mr. PITMAN. They are made every two hours, sir.

Senator SMITH. I mean the temperature, the water taken and then the temperature tested?

Mr. PITMAN. Every two hours, sir.

Senator SMITH. Do you know that that was done?

Mr. PITMAN. Yes; the quartermaster does that every two hours.

Senator SMITH. Did you personally see it done on this voyage?

Mr. PITMAN. I did not, sir. I have seen the men going to do it.

Senator SMITH. How did they do it; by lowering a bucket into the water or lowering a bottle?

Mr. PITMAN. We usually have a canvas bucket which they lower into the water.

Senator SMITH. Did this boat have a canvas bucket on it?

Mr. PITMAN. It did not. We did not have time to make one. They were using a tin.

Senator SMITH. What was it attached to?

Mr. PITMAN. A piece of rope long enough to reach the water.

Senator SMITH. Did you see the rope?

Mr. PITMAN. I did not, sir.

Senator SMITH. And you did not see this temporary bucket put into the water?

Mr. PITMAN. No, sir.



Senator SMITH. You stated a few moments ago that the second officer, I believe, reported ice Saturday night?

Mr. PITMAN. No; I said the fourth officer.

Senator SMITH. Mr. Lowe?

Mr. PITMAN. Mr. Boxhall.

Senator SMITH. You said Mr. Boxhall reported ice Saturday night, and that it was marked on the chart with a cross. Was this mark on the chart on or near the ship's course?

Mr. PITMAN. As far as I can recollect, it was to the northward of the course; to the north of our track.

Senator SMITH. How far?

Mr. PITMAN. I did not measure it, sir; and I have not the slightest idea of the position of it.

Senator SMITH. Was the ship on its proper course?

Mr. PITMAN. Yes, sir.

Senator SMITH. If I am correctly advised, the course of ships now sailing from port to port in the sea is recognized as standard so far as the customary routes of travel are concerned. Am I right?

Mr. PITMAN. Certain firms.

Senator SMITH. Did this apply to the White Star Line?

Mr. PITMAN. Yes, sir; a majority of the big passenger lines stick to this particular track.

Senator SMITH. It has been said that this particular ship was on the northerly course. Now, then, will you tell the committee the distinction between what is commonly regarded as the northerly course and the southerly course?

Mr. PITMAN. Well, they are two different tracks. One is followed from the 14th of August to the 14th of January, and the other is followed from the 14th of January to the 14th of August. The latter is the southern track.

Senator SMITH. One is followed by ships bound east and the other by ships bound west?

Mr. PITMAN. That is right, sir. It would be much easier to explain it on a chart.

Senator SMITH. Like a double-track railroad?

Mr. PITMAN. Exactly.

Senator SMITH. These two tracks, if I understand correctly, were the recognized and customary tracks for ships to take at that time of the year, the principal steamship lines?

Mr. PITMAN. Yes, sir; the principal lines that run to America.

Senator SMITH. Just preceding the sinking of the *Titanic*, was she on the course commonly taken by ships sailing from Southampton to New York, or was she on the course commonly taken by ships sailing from New York to Southampton?

Mr. PITMAN. She was on the course followed by ships coming from the English Channel to New York.

Senator SMITH. Do you make that statement because of the position of the ship at the time of the collision?

Mr. PITMAN. I do not quite understand you.

Senator SMITH. You know the latitude and longitude of this ship when she struck the iceberg?

Mr. PITMAN. Yes, sir.

Senator SMITH. Did that indicate to you that she was on the true course?

Mr. PITMAN. Exactly. She was right on the line.

Senator SMITH. Then, when the course was put on the chart, which you saw, indicating the prevalence of ice, did that indicate that it was on the course your ship was taking?

Mr. PITMAN. Oh, no. It was way to the north.

Senator SMITH. How far to the north?

Mr. PITMAN. I did not measure the distance, and so I can not say.

Senator SMITH. Well, as a matter of fact, did you see any ice there Sunday?

Mr. PITMAN. I saw none, sir, up to Monday morning.

Senator SMITH. Did you see it Monday morning?

Mr. PITMAN. At the break of day; yes.

Senator SMITH. Where were you when you saw it?

Mr. PITMAN. In a boat.

Senator SMITH. In a lifeboat?

Mr. PITMAN. Yes, sir.

Senator SMITH. Where were you going—from the *Titanic* to the *Carpathia*?

Mr. PITMAN. At that time; yes, sir.

Senator SMITH. How much ice did you see then?

Mr. PITMAN. There were numerous bergs around me, maybe half a dozen; but I was not sufficiently interested to count them.

Senator SMITH. Were these bergs high above the water?

Mr. PITMAN. Some were.

Senator SMITH. How high?

Mr. PITMAN. Some may have been 100 feet or 150 feet.

Senator SMITH. That high above the water?

Mr. PITMAN. That high above the water; yes, sir.

Senator SMITH. How high was the *Titanic*, about 70 feet from the water's edge?

Mr. PITMAN. Well, the boat deck was.

Senator SMITH. The upper deck was about 70 feet from the water's edge?

Mr. PITMAN. Yes, sir.

Senator SMITH. These icebergs that you saw at daybreak Monday morning after the accident were, some of them, as high as 150 feet high?

Mr. PITMAN. I should think so, sir.

Senator SMITH. How many of the larger ones of that kind were there?

Mr. PITMAN. I did not count them, sir. I was more interested in the people in my boat.

Senator SMITH. Well, one or two?

Mr. PITMAN. I really could not say, sir.

Senator SMITH. Where were you on Sunday evening immediately preceding the collision?

Mr. PITMAN. In my bunk; in bed.

Senator SMITH. What were the hours of your watch that night?

Mr. PITMAN. I was on the bridge from 6 to 8 o'clock p. m.

Senator SMITH. Whom did you see on the bridge, if anyone, that night between 6 and 8 o'clock?

Mr. PITMAN. The commander and the second officer.

Senator SMITH. The captain?

Mr. PITMAN. Yes, sir.

Senator SMITH. You call him the commander in that event?

Mr. PITMAN. Some do.

Senator SMITH. I just wanted to be sure that you referred to the captain. What time was he on the bridge; all the time that you were on watch?

Mr. PITMAN. No; I could not say that, sir, because I was inside, working out observations.

Senator SMITH. Whenever you went to the bridge, from 6 to 8 o'clock, do you recall having seen the captain?

Mr. PITMAN. I saw him once, sir.

Senator SMITH. Do you recall the hour?

Mr. PITMAN. Previous to 7 o'clock.

Senator SMITH. You did not see him after 7 o'clock on the bridge?

Mr. PITMAN. I did not, sir, no; because I did not go on the bridge myself.

Senator SMITH. Who was on the bridge?

Mr. PITMAN. The second officer, sir.

Senator SMITH. Mr. Lightoller?

Mr. PITMAN. Mr. Lightoller.

Senator SMITH. Did you talk with Mr. Lightoller between 6 and 8 o'clock that night?

Mr. PITMAN. I did not, sir.

Senator SMITH. Did you learn from him that the *Californian* had warned the *Titanic* that she was in the vicinity of icebergs?

Mr. PITMAN. I did not, sir. We had no conversation whatever.

Senator SMITH. Did you hear anything about the wireless from the *Californian* on the direction of icebergs?

Mr. PITMAN. I did not, sir.

Senator SMITH. No one mentioned that to you?

Mr. PITMAN. No, sir.

Senator SMITH. Did you have any conversation with the captain on Sunday?

Mr. PITMAN. None whatever, sir. I never had any.

Senator SMITH. You never spoke to him?

Mr. PITMAN. I never spoke to him; no, sir.

Senator SMITH. Did he say anything to you?

Mr. PITMAN. Not on Sunday, he did not.

Senator SMITH. But you had spoken to him before, on the voyage?

Mr. PITMAN. Oh, yes, sir; in reference to work.

Senator SMITH. But on Sunday you did not?

Mr. PITMAN. No, sir.

Senator SMITH. If I recollect what you have said, you saw the icebergs, or evidence of ice, when you were on the watch from 6 to 8 o'clock Sunday evening?

Mr. PITMAN. I saw none whatever, sir, until I was in the boat, and that was about half past 3 Monday morning. That was the first ice I saw.

Senator SMITH. Did you look for it?

Mr. PITMAN. We were keeping a special lookout for ice.

Senator SMITH. Who was?

Mr. PITMAN. The officer of the watch from 10 o'clock on.

Senator SMITH. Who was the officer of the watch from 10 o'clock on?

Mr. PITMAN. Mr. Murdock.

Senator SMITH. How do you know he was keeping a special lookout?

Mr. PITMAN. Because he was warned.

Senator SMITH. Who warned him?

Mr. PITMAN. Well, I know that Mr. Lightoller passed the word along to him.

Senator SMITH. How do you know that? I merely want to get at the fact. I am not pressing you for unnecessary detail.

Mr. PITMAN. Because I had heard some one mention it.

Senator SMITH. Mention it before the collision or since?

Mr. PITMAN. Oh, since.

Senator SMITH. Exactly. What did you do after you left the watch at 8 o'clock on Sunday evening?

Mr. PITMAN. I went to bed, sir.

Senator SMITH. Immediately?

Mr. PITMAN. Within a very few minutes.

Senator SMITH. What time did you dine that evening?

Mr. PITMAN. At 6 o'clock.

Senator SMITH. Just before going on watch?

Mr. PITMAN. Yes. Well, no; just after I went on the bridge and left the bridge, then I had my dinner.

Senator SMITH. You had your dinner where?

Mr. PITMAN. On the boat deck.

Senator SMITH. Is there a dining room up there, or anything of that kind?

Mr. PITMAN. Yes.

Senator SMITH. For the officers?

Mr. PITMAN. Our own mess.

Senator SMITH. After 8 o'clock you retired?

Mr. PITMAN. Exactly, sir.

Senator SMITH. Between 6 and 8 o'clock did you take any observations?

Mr. PITMAN. Of what?

Senator SMITH. Astronomical observations?

Mr. PITMAN. Yes; we took stellar observations and also observations for compass deviation.

Senator SMITH. You took them yourself?

Mr. PITMAN. I took them myself. No, sir; I did not take the stellar observations myself. I took the time for them, and Mr. Lightoller himself took the observations of the body.

Senator SMITH. How many times during that watch, do you recollect?

Mr. PITMAN. How many times did we take observations?

Senator SMITH. During that watch, yes; how many observations were taken?

Mr. PITMAN. We just took a set of them at sunset, or just as it was getting dusk, when the stars were visible. It was about 6 or 8 o'clock that we took them.

Senator SMITH. Do you know how these observations located the ship?

Mr. PITMAN. Do I know what?

Senator SMITH. Do you know how these observations located the ship?

Mr. PITMAN. Yes; right on the track.

Senator SMITH. And that is where you got your necessary facts to determine the location of the ship?

Mr. PITMAN. Exactly.

Senator SMITH. Am I right?

Mr. PITMAN. Yes, sir.

Senator SMITH. Can you give the location of the ship at 8 o'clock that night?

Mr. PITMAN. No, sir.

Senator SMITH. Or at any time between 6 and 8 o'clock?

Mr. PITMAN. No, sir; I have forgotten.

Senator SMITH. Can you tell what speed the ship was making at the time of these observations?

Mr. PITMAN. About 21½.

Senator SMITH. Twenty-one and a half what?

Mr. PITMAN. Knots.

Senator SMITH. Twenty-one and one-half knots per hour?

Mr. PITMAN. Yes, sir.

Senator SMITH. In miles what would that be?

Mr. PITMAN. There are 6,080 feet in a nautical mile and there are 5,280 in the geographical mile.

Senator SMITH. At just what time between 6 and 8 o'clock did you take these observations?

Mr. PITMAN. Oh, yes.

Senator SMITH. I say, at just what time. You did not take them while you were at your dinner?

Mr. PITMAN. Oh, no, sir; about half past 7. Between half past 7 and 20 minutes to 8.

Senator SMITH. You and Mr. Lightoller?

Mr. PITMAN. Yes; we took a set of sights.

Senator SMITH. The second officer took a set of——

Mr. PITMAN (interrupting). Stellar observations.

Senator SMITH. And at that time the speed of the ship was about 21½ knots per hour?

Mr. PITMAN. Yes, sir.

Senator SMITH. Did you regard that as pretty good speed?

Mr. PITMAN. No; nothing to what we expected her to do.

Senator SMITH. Did you expect her to do pretty well?

Mr. PITMAN. We thought it quite possible that she could reach 24.

Senator SMITH. Were you trying to reach 24 knots?

Mr. PITMAN. No; we had to study the coal. We had not the coal to do it.

Senator SMITH. You had not the coal?

Mr. PITMAN. No, sir.

Senator SMITH. Do you know how many boilers were working at that time?

Mr. PITMAN. No, sir.

Senator SMITH. As I understood you, you made no special observations for icebergs?

Mr. PITMAN. I did not, sir; no, sir.

Senator SMITH. These were stellar observations that you have referred to?

Mr. PITMAN. Yes; to determine the position of the ship.

Senator SMITH. And did you personally direct your attention to the question of icebergs?

Senator SMITH. Did you arouse yourself?

Mr. PITMAN. I did, after a little thinking, wondering where we were anchoring.

Senator SMITH. You lay in bed a while after the impact?

Mr. PITMAN. Oh, yes.

Senator SMITH. How long?

Mr. PITMAN. Maybe three or four minutes.

Senator SMITH. Then did you get up and dress?

Mr. PITMAN. No; I got up and walked on deck without dressing.

Senator SMITH. How far on deck?

Mr. PITMAN. Just went outside of our quarters, had a look around, and could not see anyone.

Senator SMITH. Where were your quarters; on what deck?

Mr. PITMAN. On the boat deck, close to the bridge.

Senator SMITH. Close to the bridge?

Mr. PITMAN. Close to the bridge.

Senator SMITH. Forward?

Mr. PITMAN. Forward, yes.

Senator SMITH. How far did you walk?

Mr. PITMAN. Just outside the door, I should say 3 or 4 paces across the deck.

Senator SMITH. What did you do when you got out there; look around?

Mr. PITMAN. Yes. I can describe to you what I did.

Senator SMITH. Do so, please.

Mr. PITMAN. I had a look around, and I could not see anything, and could not hear any noise, so I went back to the room and sat down and lit my pipe. I thought that nothing had really happened, that perhaps it might have been a dream, or something like that. A few minutes afterwards I thought I had better start dressing, as it was near my watch, so I started dressing, and when I was partly dressed Mr. Boxhall came in and said the mail room—there was water in the mail room. I said, “What happened?” He said, “We struck an iceberg.” So I put a coat on and went on deck, and saw the men uncovering the boats and clearing them away. I walked along to the after end of the boat deck, and met Mr. Moody, the sixth officer. I asked him if he had seen the iceberg. He said no; but he said, “There is some ice on the forward well deck.” So, to satisfy my curiosity, I went down there myself.

Senator SMITH. How far down?

Mr. PITMAN. On the well deck. So I saw a little ice there. I went further, to the fore-castle head, to see if there was any damage there. I could not see any at all. On my return, before emerging from under the fore-castle head, I saw a crowd of firemen coming out with their bags, bags of clothing. I said, “What is the matter?” They said, “The water is coming in our place.” I said, “That is funny.” I looked down No. 1 hatch, then, and saw the water flowing over the hatch. I then immediately went to the boat deck, and assisted in getting boats uncovered and ready for swinging out. I stood by No. 5 boat. They would not allow the sailors to get anything, as they thought we should get it again in the morning. In the act of clearing away this boat a man said to me, that was dressed in a dressing gown, with slippers on, he said to me very quietly, “There is no time to waste.” I



thought he did not know anything about it at all. So we carried on our work in the usual way.

Senator SMITH. Do you know who that was?

Mr. PITMAN. I did not then.

Senator SMITH. Do you now?

Mr. PITMAN. I do now.

Senator SMITH. Who was it?

Mr. PITMAN. Mr. Ismay. I did not know who it was then; I had never seen the man in my life before. So I continued on getting this boat uncovered and swinging out. It struck me at the time the easy way the boat went out, the great improvement the modern davits were on the old-fashioned davits. I had about five or six men there, and the boat was out in about two minutes.

Senator SMITH. You are referring now to No. 5 boat?

Mr. PITMAN. No. 5 boat.

Senator SMITH. The boat at your station?

Mr. PITMAN. At my station; yes. The boat went out in two or three minutes. I thought what a jolly fine idea they were, because with the old-fashioned davits it would require about a dozen men to lift her, a dozen men at each end. I got her overboard all right, and lowered level with the rail.

Senator SMITH. You lowered her level with the rail of the boat deck?

Mr. PITMAN. Of the boat deck; yes. Then this man in the dressing gown said we had better get her loaded with women and children. So I said, “I await the commander’s orders,” to which he replied, “Very well,” or something like that. It then dawned on me that it might be Mr. Ismay, judging by the description I had had given me. So I went along to the bridge and saw Capt. Smith, and I told him that I thought it was Mr. Ismay that wished me to get the boat away with women and children in it. So he said, “Go ahead; carry on.” I came along and brought in my boat. I stood on it and said, “Come along, ladies.” There was a big crowd. Mr. Ismay helped to get them along; assisted in every way. We got the boat nearly full, and I shouted out for any more ladies.

Senator SMITH. You shouted?

Mr. PITMAN. I shouted. None were to be seen. So I allowed a few men to get into it. Then I jumped on the ship again. So Murdock said, “You go in charge of this boat.”

Senator SMITH. Murdock said that to you?

Mr. PITMAN. Yes; he said, “You go away in this boat, old man, and hang around the after gangway.” I did not like the idea of going away at all, because I thought I was better off on the ship.

Senator SMITH. That is, these passengers thought so or you thought so?

Mr. PITMAN. I thought so.

Senator SMITH. You thought they were better off on the ship?

Mr. PITMAN. I thought I was.

Senator SMITH. That you were better off on the ship?

Mr. PITMAN. Sure.

Senator SMITH. Were the passengers reluctant to get into this boat?

Mr. PITMAN. Oh, no; I filled my boat fairly easily.

Senator SMITH. How many? Just go right ahead.

Mr. PITMAN. About 40.



Senator SMITH. Were there about 40?

Mr. PITMAN. Yes, sir.

Senator SMITH. How many men and how many women? Just tell it in your own way.

Mr. PITMAN. I should say about half a dozen men there; there would not have been so many men there had there been any women around, but there were none. So Murdock told me. He said, “You go ahead in this boat, and hand around the after gangway.” He shook hands with me and said, “Good-by; good luck;” and I said, “Lower away.”

Senator SMITH. Murdock did?

Mr. PITMAN. Murdock shook hands good-by, and said, “Good luck to you.”

Senator SMITH. Did you ever see him after that?

Mr. PITMAN. Never. We then cast the boat off and pulled away some safe distance from the ship. It was not for an hour that I realized she would go—an hour after we got into the water. I quite thought we would have to return to the ship again, perhaps at daylight. My idea was that if any wind sprang up we should drift away from the ship and have a job to get back again.

Senator SMITH. This boat was the first lifeboat lowered?

Mr. PITMAN. Oh, no, it was the second one; the second one on the starboard side.

Senator SMITH. And had you seen the first one lowered?

Mr. PITMAN. Yes; it was the next boat to me.

Senator SMITH. You saw that lowered?

Mr. PITMAN. I saw that lowered, yes.

Senator SMITH. Was it filled from the boat deck?

Mr. PITMAN. Every boat, as far as I know, was filled from the boat deck.

Senator SMITH. Is that customary?

Mr. PITMAN. Well, to put a certain amount in, yes.

Senator SMITH. Does not that give the passengers on the boat deck a decided advantage in the escape from danger?

Mr. PITMAN. I had some saloon passengers, of the second class.

Senator SMITH. What is that?

Mr. PITMAN. I do not think it does.

Senator SMITH. I simply wanted your judgment. Who were the men in No. 5 lifeboat, beside yourself?

Mr. PITMAN. What do you mean; of the crew?

Senator SMITH. Yes; men, whoever they were; crew or passengers.

Mr. PITMAN. Five of the crew, and there may have been five or six passengers—male passengers.

Senator SMITH. And the balance were——

Mr. PITMAN. Women and children.

Senator SMITH. Do you know any of those people?

Mr. PITMAN. I know them by name, now; I did not know them previously.

Senator SMITH. Do you know the names of the members of the crew who were in this boat?

Mr. PITMAN. I have them somewhere, but I can not remember them just now.

Senator SMITH. Did you hear the second officer's testimony regarding the manning of the lifeboats on the port side?

Mr. PITMAN. No, sir; I did not hear any of his testimony.

Senator SMITH. Did you have any direction over the number of people who were put into that lifeboat?

Mr. PITMAN. Well, not at the end, I did not, because Mr. Murdock was there and he was the senior officer. It was for him to decide.

Senator SMITH. Mr. Lightoller, who had charge of the loading of the boats on the port side, has said that he put only two of the crew into the lifeboats he loaded. How did it happen that you had so many of the crew?

Mr. PITMAN. I thought I had only four at the time.

Senator SMITH. You thought you had four?

Mr. PITMAN. Four.

Senator SMITH. But you discovered you had more than that?

Mr. PITMAN. I did not discover I had five until some time on the *Carpathia*, during the trip on the *Carpathia*.

Senator SMITH. Were there five with yourself?

Mr. PITMAN. No; six.

Senator SMITH. Six with yourself. Then, as a matter of fact, there were six of the crew, officers and crew, in No. 5 boat?

Mr. PITMAN. In No. 5 boat, yes.

Senator SMITH. Can you give us the names of the six?

Mr. PITMAN. I can not just now, sir. I can get them for you.

Senator SMITH. Did they all survive until they reached the *Carpathia*?

Mr. PITMAN. Oh, yes, sir.

Senator FLETCHER. Let him give them as near as he can; let him describe them.

Mr. PITMAN. I can not give the names.

Senator FLETCHER. Officers or common sailors or what? Can you give their names?

Mr. PITMAN. There were one sailor, two firemen, two stewards, and myself. No, I have not got their names.

Senator SMITH. Besides those you had about 30 passengers?

Mr. PITMAN. I had about 40 passengers.

Senator SMITH. Besides the crew?

Mr. PITMAN. Yes.

Senator SMITH. This was a large lifeboat, was it?

Mr. PITMAN. Yes, sir.

Senator SMITH. Was that lifeboat equipped with food?

Mr. PITMAN. Yes; it had biscuits and water in it.

Senator SMITH. Did you have occasion to use either?

Mr. PITMAN. No.

Senator SMITH. How do you know they were in; did you see them?

Mr. PITMAN. They were put there in Southampton; and we also went through all the boats on the *Carpathia*.

Senator SMITH. Did you find that to be the case?

Mr. PITMAN. That they were full. The boats had bread and water.

Senator SMITH. Did you have any lights on No. 5 lifeboat?

Mr. PITMAN. I did not have a light in my boat; no.

Senator SMITH. Do you know of any boats that did have lights on them?

Mr. PITMAN. Yes; there were several of them that had.

Senator SMITH. But they did not all have lights?

Mr. PITMAN. No.

Senator SMITH. Do the regulations of the British Board of Trade prescribe lights?

Mr. PITMAN. Yes, sir.

Senator SMITH. You say you got into this boat and it was lowered and you were told to go?

Mr. PITMAN. To stand by the after gangway.

Senator SMITH. Did you do it?

Mr. PITMAN. I did it as near as possible. I kept within a safe distance of the ship, if anything did happen.

Senator SMITH. You kept far enough away so that if anything happened you would not be involved in it? Is that the idea?

Mr. PITMAN. Exactly.

Senator SMITH. What did you expect to happen?

Mr. PITMAN. I thought she still had about three of the compartments and still would remain afloat.

Senator SMITH. And if she did not float and went down, were you expecting a suction that would draw the lifeboats down?

Mr. PITMAN. Well, yes; I thought we might get into a bit of a wash.

Senator SMITH. And that you were seeking to avoid?

Mr. PITMAN. Seeking to avoid; yes.

Senator SMITH. Did any persons, men, women, or children, attempt to get into your lifeboat in the water?

Mr. PITMAN. No.

Senator SMITH. Did any attempt to get out of it?

Mr. PITMAN. None whatever, sir; and I had no trouble whatever with my boat. The women all behaved admirably.

Senator SMITH. Did any of the women pull on the oars, or handle the tiller?

Mr. PITMAN. No, sir; although they wanted to.

Senator SMITH. Row?

Mr. PITMAN. Yes; to keep themselves warm?

Senator SMITH. It was very cold that morning?

Mr. PITMAN. It was chilly; yes.

Senator SMITH. Zero weather?

Mr. PITMAN. Oh, no.

Senator SMITH. How cold was it?

Mr. PITMAN. It may have been 40—35 to 40.

Senator SMITH. Did you ever return to the side of the *Titanic*?

Mr. PITMAN. No; we did not.

Senator SMITH. Did you see the *Titanic* go down?

Mr. PITMAN. Yes, sir.

Senator SMITH. Describe, if you can, how she sank?

Mr. PITMAN. Judging by what I could see from a distance, she gradually disappeared until the forecastle head was submerged to the bridge. Then she turned right on end and went down perpendicularly.

Senator SMITH. At about what angle?

Mr. PITMAN. She went straight.

Senator SMITH. Right straight down?

Mr. PITMAN. Absolutely. That was the last I saw of her.

Senator SMITH. Did she seem to be broken in two.

Mr. PITMAN. Oh, no.

Senator SMITH. Or was she entirely intact? Did you hear any explosions?

Mr. PITMAN. Yes; four reports.

Senator SMITH. What kind of reports?

Mr. PITMAN. They sounded like the reports of a big gun in the distance.

Senator SMITH. What did you assume they were?

Mr. PITMAN. I assumed it was bulkheads going, myself.

Senator SMITH. Did you hear anything like boiler explosions?

Mr. PITMAN. Yes; I heard a lot of people say that; but I have my doubts about that. I do not see why the boilers should burst, because there was no steam there. They should have been stopped about two hours and a half. The fires had not been fed, so there was very little steam there.

Senator SMITH. Are we to understand that you do not believe that boilers exploded?

Mr. PITMAN. I do not believe it.

Senator SMITH. And from the distance you were from the ship, you would have known it if that had occurred?

Mr. PITMAN. I think so.

Senator SMITH. As the ship went down, what did you observe on the afterdeck or decks?

Mr. PITMAN. I could not see that, sir.

Senator SMITH. You could not see the people?

Mr. PITMAN. Oh, no.

Senator SMITH. From what you saw of the people aboard this ship when you went down and after you got to the water, and when you went around close to the stern of the ship, were they fitted with life belts?

Mr. PITMAN. Everyone I saw before I left the ship had a life belt on.

Senator SMITH. Did you see anyone without a life belt?

Mr. PITMAN. There may have been a stray one of the crew without one.

Senator SMITH. But that was a rare thing?

Mr. PITMAN. Yes. I did not have one myself; I did not want it.

Senator SMITH. How long before going down were there explosions or noises?

Mr. PITMAN. Not until she was submerged.

Senator SMITH. Not until she was entirely submerged?

Mr. PITMAN. Yes.

Senator SMITH. The after part of the ship as well as the forward part?

Mr. PITMAN. Yes; the whole of her.

Senator SMITH. She had gone under water before these explosions were heard?

Mr. PITMAN. Yes, sir.

Senator SMITH. And you are quite sure that the explosions you heard came from the ship?

Mr. PITMAN. Oh, yes; perfectly sure.

Senator SMITH. When did you last see the captain?

Mr. PITMAN. When I went to the bridge and asked him if I should fill No. 5 boat with women and get her away.

Senator SMITH. And what did he tell you?

Mr. PITMAN. “Carry on,” or words to that effect.

Senator SMITH. Did you ever see him again?

Mr. PITMAN. No, sir.

Senator SMITH. Was he visible when the boat went down?

Mr. PITMAN. I was not there to the last, sir.

Senator SMITH. You were unable to see from your point of view?

Mr. PITMAN. Yes, sir.

Senator SMITH. When you shook hands with Murdock and bade him good bye, did you ever expect to see him again?

Mr. PITMAN. Certainly; I did.

Senator SMITH. Do you think, from his manner, he ever expected to see you again?

Mr. PITMAN. Apparently not. I expected to get back to the ship again, perhaps two or three hours afterwards.

Senator SMITH. But he, from his manner, did not expect that?

Mr. PITMAN. Apparently not.

Senator SMITH. Did you take leave of any other officers in a similar way?

Mr. PITMAN. No. I did not, sir.

Senator SMITH. When you were passing from the side of the *Titanic* to the *Carthage*, did you see any people in the water—men, women, or children?

Mr. PITMAN. None, sir.

Senator SMITH. When you went around the after part of the ship?

Mr. PITMAN. After? I did not go around the stern.

Senator SMITH. You did not go back there?

Mr. PITMAN. No.

Senator SMITH. What did Murdock tell you to go back there for? Do you know?

Mr. PITMAN. Just to be handy, I suppose.

Senator SMITH. To be handy to pick up?

Mr. PITMAN. To pick up again; to pick the boat up again.

Senator SMITH. And you saw no people in the water?

Mr. PITMAN. None, sir.

Senator SMITH. Did you hear any cries of distress?

Mr. PITMAN. Oh, yes.

Senator SMITH. What were they, cries for help?

Mr. PITMAN. Crying, shouting, moaning.

Senator SMITH. From the ship, or from the water?

Mr. PITMAN. From the water, after the ship disappeared; no noises before.

Senator SMITH. There were no noises from the ship's crew, or officers, or passengers, just preceding the sinking?

Mr. PITMAN. None.

Senator SMITH. Immediately following the sinking of the ship you heard these cries of distress?

Mr. PITMAN. Yes.

Senator SMITH. But, as I understand you, you were not in close proximity to those who were uttering the cries?

Mr. PITMAN. I may have been three or four hundred yards away; four or five hundred yards away.

Senator SMITH. Did you attempt to get near them?

Mr. PITMAN. As soon as she disappeared I said, “Now, men, we will pull toward the wreck.” Everyone in my boat said it was a mad idea, because we had far better save what few we had in my boat than go back to the scene of the wreck and be swamped by the crowds that were there.

Senator SMITH. As a matter of fact, do you not know your boat would have accommodated 20 or 25 more people?

Mr. PITMAN. My boat would have accommodated a few more, yes; certainly.

Senator SMITH. According to the testimony of your fellow officers——

Mr. PITMAN. My boat would have held more.

Senator SMITH (continuing). Your boat would have held about 60 or 65 people.

Mr. PITMAN. About 60.

Senator SMITH. Tell us about your fellow passengers on that lifeboat. You say they discouraged you from returning or going in the direction of these cries?

Mr. PITMAN. They did. I told my men to get their oars out, and pull toward the wreck—the scene of the wreck.

Senator SMITH. Yes.

Mr. PITMAN. I said, “We may be able to pick up a few more.”

Senator SMITH. Who demurred to that?

Mr. PITMAN. The whole crowd in my boat. A great number of them did.

Senator SMITH. Women?

Mr. PITMAN. I could not discriminate whether women or men. They said it was rather a mad idea.

Senator SMITH. I ask you if any woman in your boat appealed to you to return to the direction from which the cries came?

Mr. PITMAN. No one.

Senator SMITH. You say that no woman passenger in your boat urged you to return?

Mr. PITMAN. None.

Mr. BURLINGHAM. It would have capsized the boat, Senator.

Senator SMITH. Pardon me, I am not drawing any unfair conclusion from this. One of the officers told us that a woman in his boat urged him to return to the side of the ship. I want to be very sure that this officer heard no woman asking the same thing. [To the witness.] Who demurred, now, that you can specifically recall?

Mr. PITMAN. I could not name any one in particular.

Senator SMITH. The men with the oars?

Mr. PITMAN. No. They did not; no. They started to obey my orders.

Senator SMITH. You were in command. They ought to have obeyed your orders?

Mr. PITMAN. So they did.

Senator SMITH. They did not, if you told them to pull toward the ship.

Mr. PITMAN. They commenced pulling toward the ship, and the passengers in my boat said it was a mad idea on my part to pull back to the ship, because if I did, we should be swamped with the crowd that was in the water, and it would add another 40 to the list of drowned, and I decided I would not pull back.

Senator SMITH. Officer, you really turned this No. 5 boat around to go in the direction from which these cries came?

Mr. PITMAN. I did.

Senator SMITH. And were dissuaded from your purpose by your crew——

Mr. PITMAN. No, not crew; passengers.



Senator SMITH. One moment; by your crew and by the passengers in your boat?

Mr. PITMAN. Certainly.

Senator SMITH. Then did you turn the boat toward the sea again?

Mr. PITMAN. No; just simply took our oars in and lay quiet.

Senator SMITH. You mean you drifted?

Mr. PITMAN. We may have gone a little bit.

Senator SMITH. Drifted on your oars?

Mr. PITMAN. We may have drifted along. We just simply lay there doing nothing.

Senator SMITH. How many of these cries were there? Was it a chorus, or was it——

Mr. PITMAN. I would rather you did not speak about that.

Senator SMITH. I would like to know how you were impressed by it.

Mr. PITMAN. Well, I can not very well describe it. I would rather you would not speak of it.

Senator SMITH. I realize that it is not a pleasant theme, and yet I would like to know whether these cries were general and in chorus, or desultory and occasional?

Mr. PITMAN. There was a continual moan for about an hour.

Senator SMITH. And you lay in the vicinity of that scene for about an hour?

Mr. PITMAN. Oh, yes; we were in the vicinity of the wreck the whole time.

Senator SMITH. And drifted or lay on your oars during that time?

Mr. PITMAN. We drifted toward daylight, as a little breeze sprang up.

Senator SMITH. Did this anguish or these cries of distress die away?

Mr. PITMAN. Yes; they died away gradually.

Senator SMITH. Did they continue during most of the hour?

Mr. PITMAN. Oh, yes; I think so. It may have been a shorter time. Of course I did not watch every five minutes——

Senator SMITH. I understand that, and I am not trying to ask about a question of five minutes. Is that all you care to say?

Mr. PITMAN. I would rather that you would have left that out altogether.

Senator SMITH. I know you would; but I must know what efforts you made to save the lives of passengers and crew under your charge. If that is all the effort you made, say so——

Mr. PITMAN. That is all, sir.

Senator SMITH (continuing). And I will stop that branch of my examination.

Mr. PITMAN. That is all, sir; that is all the effort I made.

Senator SMITH. You spoke of the firemen coming toward the upper deck with their kits or a few things in their hands, saying that the mail room was filling with water.

Mr. PITMAN. No; no. The fourth officer told me that the mail room was filling with water. That was previous to seeing the firemen coming up——

Senator SMITH. These firemen came from the boiler room?

Mr. PITMAN. Oh, no; from their quarters.

Senator SMITH. Then they were not on duty?

Mr. PITMAN. No; those men were not.

Senator SMITH. These were men that were off duty at that time?

Mr. PITMAN. Exactly.



Senator SMITH. Did they come up toward the boat deck?

Mr. PITMAN. No; they came up from under the forecastle head.

Senator SMITH. How many were there?

Mr. PITMAN. I could not say exactly; they were coming up all the time, each man bringing his bundle up.

Senator SMITH. You said you heard noises like explosions. I would like to know whether you heard any reports that indicated any collapse of the bulkheads?

Mr. PITMAN. Yes; four reports.

Senator SMITH. I think you said the reports indicated that?

Mr. PITMAN. There were four reports that I heard that appertained to the bulkheads carrying away.

Senator SMITH. Do you know whether a failure of the water-tight doors to work had anything to do with the boat filling so promptly?

Mr. PITMAN. No, sir; the water-tight doors worked all right.

Senator SMITH. How do you know that?

Mr. PITMAN. Because I have seen them working. I saw them working at Belfast.

Senator SMITH. Before you sailed?

Mr. PITMAN. Before we sailed.

Senator SMITH. On the trial test?

Mr. PITMAN. Before we went on the trial.

Senator SMITH. I want my associates to know where this lever is, if a lever is used, or where the electric power is that locks these water-tight compartments? Where is that operated from; what deck; what part of the boat?

Mr. PITMAN. The water-tight doors are operated from the bridge by a lever close to the wheel.

Senator SMITH. By whom?

Mr. PITMAN. By a lever close to the wheel.

Senator SMITH. I understand, but by whom?

Mr. PITMAN. Operated by the officer of the watch.

Senator SMITH. The officer of the watch?

Mr. PITMAN. Exactly.

Senator SMITH. So if you were officer of the watch when this collision came, it would be your duty to close those doors?

Mr. PITMAN. Immediately.

Senator SMITH. I thought I understood you to say that Mr. Murdock closed those doors, or was that Mr. Boxhall?

Mr. PITMAN. Mr. Boxhall said that, because he saw it.

Senator SMITH. You do not know about that yourself?

Mr. PITMAN. No.

Senator SMITH. You say you saw those doors operated at Belfast?

Mr. PITMAN. At Belfast.

Senator SMITH. Did you see them operated after that?

Mr. PITMAN. No, sir.

Senator SMITH. How many were there of those doors?

Mr. PITMAN. I could not say, sir.

Senator SMITH. About how many?

Mr. PITMAN. Of course, they are not all operated by electricity. It is only those in the bottom of the ship that are operated from the bridge.

Senator SMITH. Those in the bottom of the ship are operated from the bridge?

Mr. PITMAN. Yes, sir.

Senator SMITH. How are the others opened or closed?

Mr. PITMAN. By hand.

Senator SMITH. With a lock and key, and a wrench?

Mr. PITMAN. By a handle and a spindle.

Senator SMITH. Are they locked with a key?

Mr. PITMAN. No one could unlock them without a key or spindle—a brass key.

Senator SMITH. I understand; but I would like to know whether they are locked with the key, or whether they required a wrench to turn them or unlock them?

Mr. PITMAN. They require a big wrench—a handle.

Senator SMITH. Did you see any wrench or key on those water-tight compartment doors?

Mr. PITMAN. They are all kept in a rack close alongside.

Senator SMITH. Did you see them?

Mr. PITMAN. Yes, sir.

Senator SMITH. Where?

Mr. PITMAN. In the passenger accommodations, sir.

Senator SMITH. At Belfast?

Mr. PITMAN. At Belfast. They were in the passenger accommodations at sea.

Senator SMITH. You were quite satisfied they were there?

Mr. PITMAN. Quite, sir. It was our business to see that all the gear was there.

Senator SMITH. But you did not see that your lights were on your lifeboats?

Mr. PITMAN. But we had the lights.

Senator SMITH. They were not on the boats, or all of them were not, as I understood you. But these water-tight compartment keys and wrenches were there in their proper places?

Mr. PITMAN. Yes.

Senator SMITH. Although you never saw them after leaving Belfast, you knew that they were there then?

Mr. PITMAN. Because they do not come in our department; they are in the passenger department.

Senator SMITH. All right; I just wanted to know if you knew about it of your own knowledge. Is there any way for an officer on watch to tell whether the doors actually close when he works the lever from the bridge?

Mr. PITMAN. No; I do not think there is.

Senator SMITH. In order to have a perfect test, it would be necessary to have some one below, would it not?

Mr. PITMAN. I can not say; I am not very well acquainted with those water-tight doors. It is the first time that I have been with them——

Senator SMITH. Did you ever operate a lever on a door of a water-tight compartment.

Mr. PITMAN. From the bridge?

Senator SMITH. Yes.

Mr. PITMAN. No, sir; never.

Senator SMITH. But it stands to reason, and your judgment as a navigator is, that operating the lever from the bridge you can not tell with exactness whether the doors have closed below or not?

Mr. PITMAN. No. Anyhow, the water-tight doors were of very little assistance this time.

Senator SMITH. What do you mean by that?

Mr. PITMAN. Well, because the ice had ripped the side of the ship out.

Senator SMITH. The impact was upon which side——

Mr. PITMAN. The starboard side.

Senator SMITH. The starboard side; and about how far from the bow?

Mr. PITMAN. I should say halfway along the ship that her bottom was torn out, or at least her side, along the water.

Senator SMITH. From the point where this iceberg struck the ship, or the ship struck the iceberg, it ripped the side out?

Mr. PITMAN. Well, I would say the bilge keel.

Senator SMITH. For how great a distance?

Mr. PITMAN. Oh, halfway along the ship.

Senator SMITH. And that rendered the water-tight compartments useless?

Mr. PITMAN. In that part of the ship, yes.

Senator SMITH. What is your judgment as to whether, if this impact had occurred bows on——

Mr. PITMAN. She would have been afloat now.

Senator SMITH (continuing). The boat would have survived?

Mr. PITMAN. Certainly.

Senator SMITH. Then it was an error to strike it sideways, if it could have been avoided?

Mr. PITMAN. It was quite natural to try and get out of the way.

Senator SMITH. Of course I understand that. I am not criticizing that. I am just saying that a ship like that is built for the purpose of meeting the hardest impact at the bow?

Mr. PITMAN. I do not know. If two or three steamers had run into her she would not have sunk.

Senator SMITH. If they had run into her bows on?

Mr. PITMAN. Yes; bows on.

Senator SMITH. But suppose a steamer had hit her at the point of contact where this iceberg hit her, would it have had the same effect?

Mr. PITMAN. No; it would have required about six steamers to have had the same effect as that iceberg had.

Senator SMITH. Six steamers of the size of the *Titanic*?

Mr. PITMAN. It is immaterial about the size.

Senator SMITH. Well, tonnage?

Mr. PITMAN. Irrespective of tonnage.

Senator SMITH. Do you know what part of the boat flooded first?

Mr. PITMAN. Apparently the mail room.

Senator SMITH. Did you have any special report from No. 2 hold, to your knowledge?

Mr. PITMAN. Not to my knowledge, sir.

Senator SMITH. Was this mail room on the starboard side?

Mr. PITMAN. No; it occupied a part of the ship from one side to the other, as I recall.

Senator SMITH. About the center?

Mr. PITMAN. Yes.

Senator SMITH. From one side to the other, clear across?

Mr. PITMAN. As far as I can recollect. I do not remember. I was only down there once myself.

Senator SMITH. You spoke of the services of Mr. Ismay with the women and children, assisting in loading, etc.

Mr. PITMAN. Yes.

Senator SMITH. And did you leave Mr. Ismay on the deck when you were lowered?

Mr. PITMAN. Mr. Ismay was on the deck when I was lowered, yes. The next I saw of him was coming onto the *Carpathia*.

Senator SMITH. You did not see him after you were lowered to the water?

Mr. PITMAN. Not until morning.

Senator SMITH. And you say he was dressed, or partially dressed; that he had a dressing gown on?

Mr. PITMAN. It struck me that he had a dressing gown and pajamas on.

Senator SMITH. How long did you remain out there by boat No. 5?

Mr. PITMAN. Just the length of time it took me to get the boat out, and——

Senator SMITH. Yours was the second boat out?

Mr. PITMAN. On the starboard side.

Senator SMITH. And the first boat was on the port side?

Mr. PITMAN. Oh, no.

Senator SMITH. Well?

Mr. PITMAN. I do not know how many boats had gone from the port side. Mine was the first on the starboard side. No. 7 went first, and then No. 5.

Senator SMITH. Who loaded the first boat?

Mr. PITMAN. Mr. Murdock, I think.

Senator SMITH. Did you assist?

Mr. PITMAN. I did not.

Senator SMITH. Did any other officer assist?

Mr. PITMAN. No; not that I am aware of; I can not say.

Senator SMITH. Were you standing by when that boat was loaded?

Mr. PITMAN. No. 5; yes.

Senator SMITH. No; the first boat.

Mr. PITMAN. No. 7?

Senator SMITH. The first one?

Mr. PITMAN. Oh, no; I was clearing No. 5 at the same time that No. 7 was coming off.

Senator SMITH. You were clearing No. 5 and some one else was clearing No. 7?

Mr. PITMAN. Yes.

Senator SMITH. Right next to yours?

Mr. PITMAN. Yes, sir; right next.

Senator SMITH. Did you see that No. 7 boat manned?

Mr. PITMAN. No; I had nothing whatever to do with that No. 7 boat.

Senator SMITH. Do you know who went out in No. 7?

Mr. PITMAN. No, sir.

Senator SMITH. Do you know whether Mr. Boxhall went out in it?

Mr. PITMAN. He did not, sir.

Senator SMITH. Or Mr. Lightoller?

Mr. PITMAN. There was no officer in that boat, because I had it made fast to mine for some time after we got away from the ship.

Senator SMITH. Was it lowered at the same time yours was lowered?

Mr. PITMAN. Two or three minutes previously.

Senator SMITH. Then, can you say whether Mr. Ismay was in boat No. 7?

Mr. PITMAN. I know he was not, for he came off from a collapsible boat.

Senator SMITH. And this boat, No. 7, was a full-sized lifeboat?

Mr. PITMAN. Yes, sir.

Senator SMITH. And yours was No. 5. Do you know whether there were more men than women in boat No. 7?

Mr. PITMAN. I can not say.

Senator SMITH. But there was no officer in No. 7?

Mr. PITMAN. No officer in No. 7.

Senator SMITH. Do you know how many sailors there were in No. 7?

Mr. PITMAN. I do not, sir.

Senator SMITH. Did you ever see No. 7 after it struck the water?

Mr. PITMAN. Yes; I had it made fast to me. As there was no officer in the boat I said, “Look here, make fast to me and we will hang on until daylight, as it is smooth water, and at daylight we will set our sails, and we will be more likely to be picked up if we are together than if one of us is over there and one over here.”

Senator SMITH. After making fast, you attached the bow of No. 7 to the stern of No. 5 by a rope?

Mr. PITMAN. By a rope—a painter.

Senator SMITH. And how close did you bring No. 7 up to No. 5?

Mr. PITMAN. We were alongside, close alongside of each other for some time; side by side for some time.

Senator SMITH. In that situation did you notice how many of the crew of the *Titanic* were in that boat?

Mr. PITMAN. I could not say, sir; it was too dark.

Senator SMITH. Did you notice whether that lifeboat was filled with people?

Mr. PITMAN. I do not think there were quite so many in there as in my boat. I am not sure.

Senator SMITH. Would you be willing to say that there were more than 25 in there?

Mr. PITMAN. Oh, yes.

Senator SMITH. How many more?

Mr. PITMAN. I would say there were over 30, between 30 and 40, in there.

Senator SMITH. Between 30 and 40, in your judgment?

Mr. PITMAN. Yes, sir.

Senator SMITH. Did anyone on your lifeboat or on the other lifeboat count those people?

Mr. PITMAN. Yes, we did count them, but I forget how many were really in that boat. I transferred a woman and child and two men from my boat into that boat.

Senator SMITH. After you had attached them, you balanced up the load?

Mr. PITMAN. Yes, sir.

Senator SMITH. So that there was really room in No. 7 for more people than were taken when it was lowered to the water?

Mr. PITMAN. Yes, they could have taken a few more.

Senator SMITH. How many more, with safety?

Mr. PITMAN. Well, that would depend a great deal on the condition of the water.

Senator SMITH. I know, but we have concluded that the water was smooth and the weather all right. Under those circumstances, with pleasant weather all the way, how many would that lifeboat hold safely?

Mr. PITMAN. They are all supposed to contain sixty people.

Senator SMITH. But none of them did contain 60?

Mr. PITMAN. I can not say that, sir.

Senator SMITH. These two boats, No. 7 and No. 5, did not contain 60 people each?

Mr. PITMAN. No. They could have taken more, but there were no women around at the time those boats were lowered.

Senator SMITH. And no men?

Mr. PITMAN. There may have been a few men around there.

Senator SMITH. Were there?

Mr. PITMAN. There were some; yes, sir.

Senator SMITH. Why were they not taken?

Mr. PITMAN. I can not say why they were not taken in No. 7, but I thought I had sufficient in my boat for safety in lowering.

Senator SMITH. Is there any danger in lowering a lifeboat with the davits and other equipment operating? Is there such danger in lowering a lifeboat that you can not fill it to its capacity?

Mr. PITMAN. I would not like to fill a lifeboat with 60 people and lower it suspended at both ends.

Senator SMITH. Did you ever see 60 people in a lifeboat?

Mr. PITMAN. No; I can not say that I have, although I think some of them had close on to 60 when they came alongside the *Carpathia*.

Senator SMITH. Did you hear Mr. Bride, the wireless telegrapher of the *Titanic*, testify?

Mr. PITMAN. No, sir.

Senator SMITH. Did you hear Mr. Lightoller testify?

Mr. PITMAN. No, sir.

Senator SMITH. Mr. Lightoller said that on the collapsible lifeboat, turned over bottom side up, there were 35 people. If a collapsible lifeboat, overturned, can accommodate 35 people sitting unprotected, what would be your judgment as to the capacity of a lifeboat such as No. 5 or No. 7, floating in its customary way; would 60 people be the limit?

Mr. PITMAN. I should think so, sir. There is no room to move with 60 in it.

Senator SMITH. No room to move?

Mr. PITMAN. No, sir. She would support a lot more if she was capsized, and people in the water just holding onto her, of course.

Senator SMITH. I want to call attention again to what I suppose you may dislike me to return to, but I want to know, because I want the record to disclose the fact. At what time after you left the *Titanic* was No. 7 lifeboat attached to No. 5?

Mr. PITMAN. It may have been from 1 to half past 2.

Senator SMITH. How much of the hour that you lay on your oars were these two boats together?

Mr. PITMAN. It may have been an hour and it may have been two.



Senator SMITH. That you were together?

Mr. PITMAN. That we were together; yes.

Senator SMITH. That is, before you were picked up by the *Carpathia*?

Mr. PITMAN. Oh, yes. We had cast off before the *Carpathia* came in sight.

Senator SMITH. You had separated from one another?

Mr. PITMAN. Yes.

Senator SMITH. But you were fastened together how long?

Mr. PITMAN. Maybe two hours. I am not quite certain about that.

Senator SMITH. Two hours? During those two hours you took some people out of your boat and put them into the other boat?

Mr. PITMAN. Yes. That is correct.

Senator SMITH. Three people, as I understood you; men or women?

Mr. PITMAN. Both, and a child.

Senator SMITH. How many men?

Mr. PITMAN. I think two men, a lady, and a child.

Senator SMITH. Four people?

Mr. PITMAN. I think so.

Senator SMITH. And you took them out and put them into this No. 7 boat?

Mr. PITMAN. Yes.

Senator SMITH. When you were doing that, were you aware of the fact that there were cries of distress, and many people were in the water near by?

Mr. PITMAN. No; there were not then. The ship had not disappeared then.

Senator SMITH. When this was done the ship had not disappeared?

Mr. PITMAN. No.

Senator SMITH. And these cries were not heard by you at that time?

Mr. PITMAN. No. There were no cries at that time, or until after the ship had disappeared.

Senator SMITH. And you did not transfer these four passengers after the ship went down?

Mr. PITMAN. Oh, no. Some time before the ship disappeared.

Senator SMITH. And then was No. 7 released?

Mr. PITMAN. Yes. They slipped my rope.

Senator SMITH. What did you do then?

Mr. PITMAN. I simply lay still, just as we were.

Senator SMITH. You just lay still, there?

Mr. PITMAN. Yes, sir.

Senator SMITH. Did you see the light of the *Carpathia*, or know she was approaching?

Mr. PITMAN. We saw her lights about half past 3, as near as I can recollect.

Senator SMITH. Did you row toward the light?

Mr. PITMAN. Well, we waited until we were certain it was a steamer, and then we pulled toward her.

Senator SMITH. How far away did you see her, do you think?

Mr. PITMAN. We could see the masthead light over 5 miles on a clear night.

Senator SMITH. When the *Carpathia* was about 5 miles away did you row toward her?



Mr. PITMAN. No; I waited to make certain it was a steamer, until I could see both masthead lights.

Senator SMITH. You knew it was an object?

Mr. PITMAN. Yes; but I did not know what it was. It might have been a star.

Senator SMITH. Could it have been a star—could you have taken it for a star?

Mr. PITMAN. Oh, quite possibly.

Senator SMITH. But when you satisfied yourself from the number of lights that it was a relief boat——

Mr. PITMAN. We pulled toward it.

Senator SMITH. You pulled toward it. At that time were there any people in the water?

Mr. PITMAN. There were no noises; no sounds then.

Senator SMITH. All moaning and cries of distress had ceased?

Mr. PITMAN. Yes; that must have been about 4 o'clock.

Senator SMITH. Daybreak?

Mr. PITMAN. It was just breaking day; yes.

Senator SMITH. As you pulled your boat toward the *Carpathia* I understood you to say you saw icebergs?

Mr. PITMAN. Yes, sir.

Senator SMITH. Several of them. Did you see any bodies in the water?

Mr. PITMAN. None whatever, sir.

Senator SMITH. After that time?

Mr. PITMAN. None whatever, at any time.

Senator SMITH. Did you, at any time during the time you were lying on your oars awaiting developments, see lights of any other character than those displayed on the *Titanic* or the *Carpathia*?

Mr. PITMAN. Yes; some of our boats had lamps and green lights.

Senator SMITH. Aside from the life boats, did you see any other lights?

Mr. PITMAN. I saw one white light.

Senator SMITH. Where?

Mr. PITMAN. Away on the horizon. We could not make anything out of it.

Senator SMITH. At what time?

Mr. PITMAN. About half past 1.

Senator SMITH. While you were lying on your oars?

Mr. PITMAN. Yes.

Senator SMITH. In the lifeboat?

Mr. PITMAN. Yes.

Senator SMITH. In what position was it?

Mr. PITMAN. It was to the westward. Right ahead——

Senator SMITH. Right on the course of the *Titanic*?

Mr. PITMAN. Exactly.

Senator SMITH. Did you hear the testimony of Mr. Boxhall on that point?

Mr. PITMAN. No, I did not. I have heard him speak about it.

Senator SMITH. Describe what you saw with your own eyes.

Mr. PITMAN. I just saw a white light, and that is all. I said, “There is no use in pulling toward it until we know what it is.” We saw the light, but I said, “What is the use of pulling to it?” It might have been one of our own boats with a white light on it.

Senator SMITH. One of your own lifeboats?

Mr. PITMAN. Yes.

Senator SMITH. Did you see these lights at any time before you left the *Titanic*?

Mr. PITMAN. No, I did not, sir.

Senator SMITH. Did you see any rockets or other signals of distress sent up from the *Titanic*, under the so-called Morse regulations?

Mr. PITMAN. Oh, no; the Morse lamp is altogether different from the rocket.

Senator SMITH. I understand. I will divide the question. Did you see any Morse signals given from the *Titanic* before you left her side, or while you were lying on your oars in that lifeboat?

Mr. PITMAN. No; I did not notice the Morse——

Senator SMITH. Did you see any rockets?

Mr. PITMAN. I should say about a dozen rockets were fired.

Senator SMITH. What did you see? What did they do?

Mr. PITMAN. They were fired from the rail. They make a report while leaving the rail, and also an explosion in the air, and they throw stars, of course, in the air.

Senator SMITH. Red in color?

Mr. PITMAN. Various colors.

Senator SMITH. You saw those signals of distress, did you, from the *Titanic*?

Mr. PITMAN. Yes.

Senator SMITH. And you saw about a dozen or so of them?

Mr. PITMAN. It may have been a dozen or it may have been more, sir.

Senator SMITH. When was this? When did you first see them; before you left the *Titanic*?

Mr. PITMAN. No; shortly after.

Senator SMITH. Did you see any while you were aboard the *Titanic*, any of that character?

Mr. PITMAN. None were fired.

Senator SMITH. None were fired?

Mr. PITMAN. No.

Senator SMITH. You do not know, of your own knowledge, whether the Morse signals of distress were given?

Mr. PITMAN. There are no Morse signals of distress.

Senator SMITH. Well, I mean Morse signals. I mean a communication from the *Titanic*——

Mr. PITMAN. To this supposed ship?

Senator SMITH. To this supposed ship, on your course?

Mr. PITMAN. Yes; I heard of them Morseing to her; that is all. I do not know for certain.

Senator SMITH. You heard of that, but you did not see anything of that kind?

Mr. PITMAN. No, sir.

Senator SMITH. And do not know anything about it of your own knowledge?

Mr. PITMAN. No, sir.

Senator SMITH. Did you have a watch on when you entered the lifeboat?

Mr. PITMAN. I did, sir.

Senator SMITH. Can you fix the exact moment of time when the *Titanic* disappeared?

Mr. PITMAN. 2.20 exactly, ship's time. I took my watch out at the time she disappeared, and I said, “It is 2.20,” and the passengers around me heard it.

Senator SMITH. 2.20 a. m.?

Mr. PITMAN. 2.20 a. m., the 15th of April.

Senator SMITH. Did the firing of the rockets make any noise like the report of a pistol?

Mr. PITMAN. Like the report of a gun.

Senator SMITH. Did you, aboard the *Titanic*, hear anything of your proximity to the *Frankfurt*, of the North German Lloyd, or any other ship?

Mr. PITMAN. No, sir.

Senator SMITH. Do you know what time the *Helig Olav*—do you know a boat of that name?

Mr. PITMAN. No; I do not.

Senator SMITH. You do not know anything about a boat of that name?

Mr. PITMAN. There may be one.

Senator SMITH. But you do not know?

Mr. PITMAN. No; I do not know.

Senator SMITH. I neglected to ask you whether, in fixing the time when the *Titanic* disappeared beneath the water, you gave me ship's time?

Mr. PITMAN. Yes; that is ship's time.

Senator SMITH. You had the accurate ship's time?

Mr. PITMAN. Yes, sir.

Senator SMITH. When were the ship's clocks set; do you know?

Mr. PITMAN. They are set at midnight every night.

Senator SMITH. They were set at midnight?

Mr. PITMAN. Every night.

Senator SMITH. And were they set at midnight Sunday night?

Mr. PITMAN. No; we had something else to think of.

Senator SMITH. Exactly; so that you got the ship's time?

Mr. PITMAN. Ship's time.

Senator SMITH. From midnight Saturday?

Mr. PITMAN. Yes.

Senator SMITH. And your watch——

Mr. PITMAN. Was correct.

Senator SMITH. Was correct?

Mr. PITMAN. Yes, sir.

Senator FLETCHER. Midday or midnight, did he say?

Senator SMITH. Midnight.

Senator FLETCHER. Midnight of Saturday night?

Mr. PITMAN. They are corrected in the forenoon, perhaps half a minute or a minute; that is all.

Senator SMITH. What is that, Mr. Lightoller?

Mr. LIGHTOLLER. The clocks are set at midnight, but that is for the approximate noon position of the following day. Therefore Sunday noon the clocks will be accurate.

Senator SMITH. That is Mr. Lightoller, the second officer. [To the witness:] What was the Greenwich time compared with the ship's time?

Mr. PITMAN. I can not say.

Senator SMITH. Can you say, Mr. Lightoller?

Mr. LIGHTOLLER. I can give you the Greenwich time.

Senator SMITH. I wish you would.

Mr. LIGHTOLLER. 5.47-2.20—5.47 Greenwich mean time; 2.20 apparent time of ship.

Senator PERKINS. Captain, what was the certificate the *Titanic* had as to number of passengers and crew?

Mr. PITMAN. I do not know, sir.

Senator PERKINS. She had over 2,000, did she not?

Mr. PITMAN. Passengers and crew?

Senator PERKINS. Yes.

Mr. PITMAN. I think so.

Senator PERKINS. And you had boats to accommodate only about 1,200 at the most?

Mr. PITMAN. I could not say how many they were supposed to accommodate.

Senator PERKINS. Twenty lifeboats, with a capacity of about 60, a sea boat, and a collapsible—let us call the average 60; it would be about 1,200 passengers and crew they were capable of carrying?

Mr. PITMAN. Yes.

Senator PERKINS. Therefore she had life-saving appliances for only about one-half of the passengers and crew?

Mr. PITMAN. All these details can be got from the builders, I suppose.

Senator PERKINS. She had a certificate from the board of trade in London or Liverpool, did she not?

Mr. PITMAN. The British Board of Trade, issued from London, I suppose.

Senator BURTON. Are you quite sure, Mr. Pitman, that you saw a white light ahead?

Mr. PITMAN. Yes; but I am not certain what it was attached to. It may have been one of our own boats.

Senator BURTON. That is, one of the lifeboats that had been cut loose?

Mr. PITMAN. Yes; one of the lifeboats.

Senator BURTON. Could you not tell whether it was a steamer or sailing vessel coming on your course, or whether it was a floating lifeboat there right near at hand?

Mr. PITMAN. No; because there was no motion in it, no movement.

Senator BURTON. Whatever it was, it was not moving?

Mr. PITMAN. Not moving.

Senator BURTON. How long was it visible?

Mr. PITMAN. I really could not say; I did not really take any notice of it.

Senator BURTON. When did you first see it?

Mr. PITMAN. It may have been 1 o'clock or half past 1. One of my men called my attention to the white light over there.

Senator BURTON. How far distant did it seem to be?

Mr. PITMAN. It may have been 3 miles.

Senator BURTON. You did not see the red light on the starboard side?

Mr. PITMAN. No; I did not?

Senator BURTON. You did not think, then, that that was a steamer or a sailing vessel coming?

Mr. PITMAN. No; I did not, sir.

Senator BURTON. I believe that is all.

Senator NEWLANDS. What is the fastest ship you have ever sailed on?

Mr. PITMAN. The *Titanic*, sir.

Senator FLETCHER. Who was the chief officer on the *Titanic*?

Mr. PITMAN. Mr. Wilde.

Senator FLETCHER. And there were how many other officers?

Mr. PITMAN. Six.

Senator FLETCHER. You designate them as the chief officer, and then the first, second, third, fourth, fifth, and sixth?

Mr. PITMAN. Exactly.

Senator FLETCHER. What are the duties of the chief officer?

Mr. PITMAN. He keeps his watch the same as the others, the same as the first and second, sir.

Senator FLETCHER. What became of him?

Mr. PITMAN. He went with the rest.

Senator FLETCHER. When did you see him last, and where?

Mr. PITMAN. I can not recollect seeing him at all, sir.

Senator FLETCHER. You do not remember seeing him at all that Sunday night?

Mr. PITMAN. Not after 8 p. m.

Senator FLETCHER. Was he on duty at all?

Mr. PITMAN. No; not from 6. He was due on watch at 2 a. m.

Senator FLETCHER. And he went off watch when?

Mr. PITMAN. At 6 p. m.

Senator FLETCHER. You did not see him about the ship at all after the accident?

Mr. PITMAN. I did not, sir; no.

Senator FLETCHER. And then the first officer was who?

Mr. PITMAN. Mr. Murdock.

Senator FLETCHER. And you testified about seeing him last when you lowered boat No. 5?

Mr. PITMAN. Exactly.

Senator FLETCHER. When did he go on duty that night?

Mr. PITMAN. He was on duty then, at the time of the accident; at 10 o'clock he went on.

Senator FLETCHER. Who was the second officer?

Mr. PITMAN. Mr. Lightoller.

Senator FLETCHER. When did he go on duty?

Mr. PITMAN. He had left the bridge at 10; he was on duty from 6 to 10.

Senator FLETCHER. You saw him about the decks after the accident?

Mr. PITMAN. No; I can not say that I did, because he was on the opposite side of the ship from me. I was on the starboard side and he was on the port side. I did see him once on the port side; yes.

Senator FLETCHER. What was he doing when you saw him?

Mr. PITMAN. Superintending the clearing away of the boats.

Senator FLETCHER. Did you see him any other time except at that moment when he was superintending the clearing of the boats?

Mr. PITMAN. No; I did not see him after that. The next time I saw him was when we came alongside of the *Carpathia*.

Senator FLETCHER. What were his duties?

Mr. PITMAN. The same as the first.

Senator FLETCHER. Where did he belong at that time? What was his particular place on the ship?

Mr. PITMAN. At the time of the accident?

Senator FLETCHER. Yes.

Mr. PITMAN. He was off watch then; he was in bed.

Senator FLETCHER. Were his quarters close to yours?

Mr. PITMAN. Next door.

Senator FLETCHER. You did not see him when you got up and went out, when you first heard of the accident?

Mr. PITMAN. I saw him when I was coming back; on my return.

Senator FLETCHER. Did you hear him give any orders or directions or instructions, or anybody give him any instructions or orders?

Mr. PITMAN. No; we were inside, in our own quarters then.

Senator FLETCHER. But after that?

Mr. PITMAN. No; I did not. I was not in his company after that.

Senator FLETCHER. The next officer was who?

Mr. PITMAN. Myself.

Senator FLETCHER. You were in charge of boat No. 5?

Mr. PITMAN. Yes, sir.

Senator FLETCHER. What were your duties in connection with that boat?

Mr. PITMAN. Simply to get it out and get the people into it, and get her away.

Senator FLETCHER. Is the officer in charge of the boat expected to go with the boat if it leaves the ship?

Mr. PITMAN. Not necessarily so.

Senator FLETCHER. Is it his duty to see that the boat is properly loaded?

Mr. PITMAN. The senior officer will see to that, superintending the lowering of the boats.

Senator FLETCHER. Who was the senior officer that night?

Mr. PITMAN. Mr. Murdock was the senior officer on that side.

Senator FLETCHER. After the boat is lowered and in command of the officer who is placed in command of it, it is his duty to direct the movement of that boat, is it not?

Mr. PITMAN. Exactly.

Senator FLETCHER. Irrespective of any suggestions or demands of passengers or crew?

Mr. PITMAN. Yes.

Senator FLETCHER. Can you draw just a rough diagram showing the location of those boats on the ship?

Mr. PITMAN. I can show you a photograph of it that would be better than a drawing. I am not a very good hand at that.

Senator FLETCHER. You can show a photograph showing the location of the boats, and their numbers?

Mr. PITMAN. I can. [Handing photograph.]

Senator FLETCHER. Start, for instance——

Mr. PITMAN. Forward?

Senator FLETCHER. Forward. You are looking at the stern here, are you not? How are the boats numbered on the starboard?

Mr. PITMAN. Even numbers one side and odd numbers the other.

Senator FLETCHER. Which is which?

Mr. PITMAN. The port side would be No. 2.

Senator SMITH. Witness, just number the boats on this diagram [handing witness diagram].

Senator FLETCHER. How are they numbered?

Mr. PITMAN. Even numbers port side, odd numbers starboard side.

Senator FLETCHER. Beginning on the starboard side, you commence with No. 1, the emergency boat, do you not?

Mr. PITMAN. With No. 1.

Senator FLETCHER. That is the emergency boat, is it not?

Mr. PITMAN. Emergency; yes.

Senator FLETCHER. That boat is swung away from the ship?

Mr. PITMAN. It is always swung out.

Senator FLETCHER. Then the next one to that would be No. 3; that is a lifeboat?

Mr. PITMAN. Nos. 3, 5, 7, 9, 11, 13, and 15; this is the starboard side.

Senator FLETCHER. On the port side you would begin with No. 2, the emergency boat?

Mr. PITMAN. Nos. 2, 4, 6, 8, 10, 12, 14, 16. There are no numbers given to the collapsibles.

Senator FLETCHER. Where are the collapsible boats placed?

Mr. PITMAN. Close by the bridge.

Senator FLETCHER. Under what numbers?

Mr. PITMAN. Under Nos. 1 and 2.

Senator FLETCHER. The collapsibles are placed under Nos. 1 and 2?

Mr. PITMAN. Two of them are.

Senator FLETCHER. Then there are four of these?

Mr. PITMAN. Yes; the other two of them are close by the funnel.

Senator FLETCHER. Under Nos. 4 and 6?

Mr. PITMAN. Abreast of Nos. 3 and 4.

Senator FLETCHER. On the house?

Mr. PITMAN. On the officers' house.

Senator FLETCHER. What officer had charge of No. 7?

Mr. PITMAN. There was no officer in that boat.

Senator FLETCHER. What officer was assigned to No. 7?

Mr. PITMAN. No officer was assigned to it—a petty officer.

Senator FLETCHER. Whose station was it?

Mr. PITMAN. I can not remember them all.

Senator FLETCHER. You stated at one time that the fifth and sixth officers were placed in charge of boats, did you not?

Mr. PITMAN. That was at Southampton.

Senator FLETCHER. How about on the voyage?

Mr. PITMAN. We were each allotted a boat.

Senator FLETCHER. You do not remember what officer was assigned to No. 7?

Mr. PITMAN. No.

Senator FLETCHER. You testified that Mr. Murdock superintended the loading of No. 7, did you not?

Mr. PITMAN. Yes.

Senator FLETCHER. Whom did he place in charge of the boat when it was loaded?

Mr. PITMAN. A quartermaster, I think.



Senator FLETCHER. Did he continue in charge? Did he go with the boat?

Mr. PITMAN. Oh, yes.

Senator FLETCHER. He went with the boat?

Mr. PITMAN. He went with the boat.

Senator FLETCHER. What assistants did he have in that boat?

Mr. PITMAN. Two or three more of the crew there with him. What rating they were I can not say.

Senator FLETCHER. I understood you to say that after you reached the water and found No. 7 and attached your boat to her, there was no officer in charge of her—no one able to row her?

Mr. PITMAN. I did not, sir. No; I said there was no officer there.

Senator FLETCHER. I am talking about No. 7, the lifeboat.

Mr. PITMAN. There was a quartermaster in charge.

Senator FLETCHER. Who were the people in No. 7?

Mr. PITMAN. What do you mean—the passengers or the crew?

Senator FLETCHER. Everybody.

Mr. PITMAN. I have not the slightest idea who the people were in her.

Senator FLETCHER. You saw her the next morning?

Mr. PITMAN. Yes; but I do not know one passenger in a thousand.

Senator FLETCHER. No; but I mean, speaking generally, with reference to the men, women, and children, how many were in the boat?

Mr. PITMAN. I really could not say.

Senator FLETCHER. I understood you to say that when No. 7 reached the water you afterwards had her attached to your boat, because there was nobody in her to row No. 7.

Mr. PITMAN. No; not to row it. My idea of lashing together was to keep together, so that if nothing hove in sight before daylight we could steady ourselves and cause a far bigger show than one boat only and with far more hope of being picked up. That was my idea in hanging together.

Senator FLETCHER. Do you know how many oarsmen there were in No. 7?

Mr. PITMAN. I do not, sir.

Senator FLETCHER. Were there plenty of capable oarsmen in No. 7 to navigate her?

Mr. PITMAN. I do not know anything about the crew in No. 7 at all.

Senator FLETCHER. Notwithstanding she was right alongside of you?

Mr. PITMAN. No; I do not.

Senator FLETCHER. Did you notice her when she was unloaded on the *Carpathia*?

Mr. PITMAN. No; I did not, sir.

Senator FLETCHER. How long after your boat was reached by the *Carpathia* was it before No. 7 was reached?

Mr. PITMAN. It may have been 20 minutes. I did not assist in unloading No. 7.

Senator FLETCHER. Why did you place on No. 7 two men, as you have stated?

Mr. PITMAN. Two passengers, that was.

Senator FLETCHER. Two passengers?

Mr. PITMAN. Yes, sir.

Senator FLETCHER. Why did you do that?

Mr. PITMAN. Simply to even them up a bit.

Senator FLETCHER. You had plenty of room on your boat for all you had, and for more?

Mr. PITMAN. I could have taken a few more in my boat.

Senator FLETCHER. And still you insisted that No. 7 should take two of your men and a woman and a child?

Mr. PITMAN. I did not insist. They wished to do it, and so I let them go.

Senator FLETCHER. They asked to do that?

Mr. PITMAN. They asked.

Senator FLETCHER. Do you know who was in charge of No. 7 then; who was commanding No. 7?

Mr. PITMAN. No, sir; I do not.

Senator FLETCHER. Was it a member of the crew?

Mr. PITMAN. Oh, yes; a member of the crew; a quartermaster, as far as I can recollect.

Senator FLETCHER. You do not remember his name?

Mr. PITMAN. All the men were new to me, practically.

Senator FLETCHER. They did not want these men to assist in the oar work of No. 7, then?

Mr. PITMAN. No; there was no oar work to be done, anyhow; they did not know where to pull to at that time.

Senator FLETCHER. Saturday night, or Sunday morning, you said you heard of the icebergs. Did not the commander post notice or warning with regard to icebergs in the chart room, where the officers could see it?

Mr. PITMAN. He had it in his own navigating room, and he also gave some one the position to put on the chart, which Mr. Boxhall did, I think.

Senator FLETCHER. Are the marconigrams posted generally in the chart room?

Mr. PITMAN. They are always accessible.

Senator FLETCHER. To all the officers?

Mr. PITMAN. Generally speaking, yes. Each commander has a different system.

Senator FLETCHER. Is there not a sort of deck log kept by the officers?

Mr. PITMAN. Oh, yes.

Senator FLETCHER. Where these matters, warnings as to icebergs, and things like that, would be noted?

Mr. PITMAN. They are stuck on the notice board. We have a notice board, a blackboard. They stick them on there.

Senator FLETCHER. Do you remember whether any such notice or warning was posted on this blackboard prior to Sunday or during Sunday?

Mr. PITMAN. Not to my knowledge.

Senator FLETCHER. You do not recall?

Mr. PITMAN. There is one position they put on the chart. I can recollect that.

Senator FLETCHER. That position was indicated on the chart by Mr. Boxhall?

Mr. PITMAN. I think it was Mr. Boxhall.

Senator FLETCHER. You do not remember exactly when that was done?

Mr. PITMAN. No.

Senator FLETCHER. You do remember that the chart showed icebergs off the route or track?

Mr. PITMAN. Yes; away to the north of the track.

Senator FLETCHER. How do you know what was the proper track or route of the ship?

Mr. PITMAN. How do I know it?

Senator FLETCHER. Yes.

Mr. PITMAN. It is simply laid down for us.

Senator FLETCHER. Laid down on the chart?

Mr. PITMAN. Yes.

Senator FLETCHER. And how do you know you were precisely where the chart showed the track to be?

Mr. PITMAN. Because we got observations at half past 7 that night.

Senator FLETCHER. You knew that from your observations?

Mr. PITMAN. Yes.

Senator FLETCHER. And you could see that this iceberg, as noted, was off the track, and off the route you were traveling?

Mr. PITMAN. Off the track.

Senator FLETCHER. But you do not know how far?

Mr. PITMAN. Yes; we had the exact position of it.

Senator FLETCHER. How far was it off?

Mr. PITMAN. I really could not say unless I had the position of the iceberg here now and put it on the chart.

Senator FLETCHER. Was there only one iceberg indicated, or did the cross with the word “Ice” indicate the presence of ice generally?

Mr. PITMAN. I think there was only one.

Senator FLETCHER. Do you know how he came to note that one on the chart?

Mr. PITMAN. Yes; we got it by marconigram from some ship.

Senator FLETCHER. You do not remember seeing the marconigram?

Mr. PITMAN. No; I do not. I remember Capt. Smith showed the position to the officer of the watch, or at least one of the junior officers, and he says, “Take this position,” and he took it down and put it on the chart and stuck the leaf up in a rack. He wrote it on a sort of paper and stuck it on the frame.

Senator FLETCHER. You do not recall exactly when that was done?

Mr. PITMAN. No. It was some time Sunday.

Senator FLETCHER. Did you hear any more about icebergs discussed among the officers, or in any other way?

Mr. PITMAN. No.

Senator FLETCHER. What officer had charge of the log of the ship?

Mr. PITMAN. Well, the fifth and sixth usually keep that. Which log do you mean? We keep two or three. The scrap log is kept on the bridge; the fifth and sixth look after that. The chief officer's log is copied from that. Which do you mean?

Senator FLETCHER. All of them.

Mr. PITMAN. The fifth and sixth keep the scrap log, as everything happens on the bridge, alterations of courses, deviations, and that sort of thing, and it is copied from there into the chief officer's log, which is really the official log.

Senator FLETCHER. Do you know if any of the logs were saved?

Mr. PITMAN. None, sir. We had something else to think of besides log books, sir.

Senator FLETCHER. You say the ship was going about 22 knots?

Mr. PITMAN. About 21½.

Senator FLETCHER. Twenty-one and one-half knots per hour. And you say you had to study the question of coal? What do you mean by that? Did you take account of the amount of coal you had?

Mr. PITMAN. Yes; I understood we had not quite sufficient; there was not sufficient there on board to drive here on at full speed.

Senator FLETCHER. How do you know that?

Mr. PITMAN. I had that from one of the engineers.

Senator FLETCHER. Did you ask him whether he had enough coal to drive her at full speed?

Mr. PITMAN. I knew we had not; he told me that we had not quite sufficient.

Senator FLETCHER. What speed were you intending to make?

Mr. PITMAN. We were intending to arrive in New York Wednesday morning.

Senator FLETCHER. When did you gather that to be the intention?

Mr. PITMAN. From the beginning of the trip.

Senator FLETCHER. At the beginning of the trip; and from whom?

Mr. PITMAN. That was the general impression throughout the ship.

Senator FLETCHER. In order to do that, how many knots per hour would you have had to make?

Mr. PITMAN. About twenty and a quarter—21 knots.

Senator FLETCHER. Had you increased the speed after leaving Southampton?

Mr. PITMAN. After we left Queenstown we had.

Senator FLETCHER. How much had you increased your speed Sunday night?

Mr. PITMAN. To 21½ knots.

Senator FLETCHER. What increase was that over the speed you had been making prior to that?

Mr. PITMAN. Only about a knot.

Senator FLETCHER. You had been making about 20½?

Mr. PITMAN. Yes, 20½ and 20½ first, after we left Queenstown.

Senator FLETCHER. How long did that continue?

Mr. PITMAN. The next day, 21.

Senator FLETCHER. And you kept increasing up to 21½, so that at the time the iceberg was struck you were traveling at the highest rate of speed at which you had been going during the trip?

Mr. PITMAN. Oh, no; the same speed we had been traveling for the last 24 hours.

Senator FLETCHER. The same speed?

Mr. PITMAN. The same speed.

Senator FLETCHER. You were told, you say, by the engineer, that you did not have coal enough to go at a faster rate of speed than that?

Mr. PITMAN. He remarked we had not sufficient coal on board to drive her full speed all the way across.

Senator FLETCHER. Did you change the course of the ship after leaving Queenstown?

Mr. PITMAN. Change the course of the ship?

Senator FLETCHER. Yes.

Mr. PITMAN. A number of times.

Senator FLETCHER. Where was the last change of direction made?

Mr. PITMAN. 5.50 on Sunday night.

Senator FLETCHER. Sunday night?

Mr. PITMAN. Yes.

Senator FLETCHER. Where was that change made?

Mr. PITMAN. I can not remember the position.

Senator FLETCHER. Before that, were you traveling along the southerly track?

Mr. PITMAN. Yes.

Senator FLETCHER. And then you changed to this northerly course?

Mr. PITMAN. No. We stuck to the track we were supposed to follow from the 14th of January to the 14th of August, just as agreed upon by the big steamship companies.

Senator FLETCHER. Is that what is known as the northern track?

Mr. PITMAN. That is known as the southern track.

Senator FLETCHER. Which is known as the southern track?

Mr. PITMAN. The one we were coming out on.

Senator FLETCHER. Known as the southern track?

Mr. PITMAN. Yes. We speak of the northern track as the track we follow between the 14th of August and the 14th of January. We speak of that as the northern track.

Senator FLETCHER. There is no course, to the south of the one you were traveling, that is used for travel?

Mr. PITMAN. Yes, I believe there is.

Senator FLETCHER. What course were you on, if you can remember, at 5.50 p. m., Sunday?

Mr. PITMAN. No, I can not remember. If I had the true course, I could make it.

Senator FLETCHER. What extent of change did you make in the course at 5.50 p. m., or about that time, Sunday?

Mr. PITMAN. I am not quite certain about that.

Senator FLETCHER. Do you know any such designation as the “corner?”

Mr. PITMAN. Yes, we were supposed to be at the corner at 5.50.

Senator FLETCHER. What do you mean by that?

Mr. PITMAN. That is  $47^{\circ}$  west and  $42^{\circ}$  north.

Senator FLETCHER. At 5.50 p. m. you turned what you call the “corner?”

Mr. PITMAN. The corner, yes.

Senator FLETCHER. And you make almost a right angle change there, do you not?

Mr. PITMAN. Oh, no.

Senator FLETCHER. You make a considerable change in your course at the turning of the corner?

Mr. PITMAN. No, it is not a great deal; not a right-angle turn by any means.

Senator FLETCHER. What change does that lead you to, the northward of the way you were going?

Mr. PITMAN. No; the course we were on when we struck——

Senator FLETCHER. How many degrees did you change?

Mr. PITMAN. I can not remember. If I had a chart here I could tell you in a minute. South  $84$  or  $86$  west would be the true course we were making after 5.50; south  $84$  or  $86$ , I am not quite certain which, was the true course.

Senator FLETCHER. Do you remember the course prior to that ?

Mr. PITMAN. No; I can not remember it.

Senator FLETCHER. Do you remember whether you increased speed after turning that corner ?

Mr. PITMAN. No; we did not, sir.

Senator FLETCHER. As I understand, you say that Mr. Ismay told you that you had better get aboard with the women and children ?

Mr. PITMAN. No, no. He remarked to me, “You had better go ahead and get the women and children;” and I replied that I would await the commander’s orders. I did not know it was Mr. Ismay at the time.

Senator FLETCHER. Did you tell him what Mr. Ismay said ?

Mr. PITMAN. I said I judged that it was Mr. Ismay.

Senator FLETCHER. And you told him what Mr. Ismay said ?

Mr. PITMAN. Yes.

Senator FLETCHER. What did the commander say ?

Mr. PITMAN. “Carry on.”

Senator FLETCHER. That meant you were to obey the direction of Mr. Ismay ?

Mr. PITMAN. No; not by any means.

Senator FLETCHER. What did it mean ?

Mr. PITMAN. It meant that I was to fill the boat with women.

Senator FLETCHER. And lower the boat ? Did it include that ?

Mr. PITMAN. Oh, yes. We take no orders from anybody except the commander.

Senator FLETCHER. He said “Carry on,” and that meant for you to go on and load the boat and lower it and get the people off, the women and children ?

Mr. PITMAN. Yes.

Senator FLETCHER. How do you account for the fact that at that time there were no women and children around to be seen, even, let alone asking to get on board the boat ?

Mr. PITMAN. I can not account for that, sir.

Senator FLETCHER. Did you see any trying to get into No. 7 ?

Mr. PITMAN. No, I did not, sir.

Senator FLETCHER. Did you see any trying to get into any other boats on the starboard side ?

Mr. PITMAN. No. Those were the only two boats coming down at that time—No. 5 and No. 7.

Senator FLETCHER. Had the others gone down ?

Mr. PITMAN. No; No. 7 was the first to go.

Senator FLETCHER. And you went with No. 5, next.

Mr. PITMAN. Yes.

Senator FLETCHER. Did you see any of the others after No. 7 was lowered ?

Mr. PITMAN. From a distance.

Senator FLETCHER. Did you know whether they were loaded or not ? Could you tell whether they were full ?

Mr. PITMAN. I could not, sir. I helped to discharge them when they got to the *Carpathia*, but I did not take any notice of how many there were there.

Senator FLETCHER. How long did it take to lower the boat after you got the people into it ?



Mr. PITMAN. It may have been a minute and it may have been two minutes.

Senator FLETCHER. How many men does it take to lower that boat?

Mr. PITMAN. Two men.

Senator FLETCHER. What is the distance the boat has to go to get to the water?

Mr. PITMAN. Well, we had to go 70 feet.

Senator FLETCHER. Do I correctly understand you to say that you would not consider it safe to load a boat to its full capacity at the rail before lowering it?

Mr. PITMAN. No; I do not think it would be wise to do it.

Senator FLETCHER. Well, under the conditions obtaining there, where there were not enough boats to take care of more than one-third of the passengers, would you not risk loading the boat to its full capacity before lowering it?

Mr. PITMAN. No; I do not think it would be wise to do so.

Senator FLETCHER. Suppose the boat carries 65 people; how many would you feel it safe to put into the boat before lowering it?

Mr. PITMAN. That would depend a lot on the condition of the boat, whether it was an old boat or a new boat.

Senator FLETCHER. Well, I am taking conditions as they were there that night and those people.

Mr. PITMAN. I think 40 would be a very safe load. I do not think boats are ever intended to be filled from the rail.

Senator FLETCHER. How did you calculate to fill the boat?

Mr. PITMAN. It was according to the number of people to go in.

Senator FLETCHER. How did you expect to fill them?

Mr. PITMAN. With a side ladder.

Senator BURTON. That is, let them down in the water and fill them with a side ladder?

Mr. PITMAN. Yes, sir.

Senator FLETCHER. From deck E?

Mr. PITMAN. No; it would not be E. It would be about D or C; C deck, I should say.

Senator FLETCHER. It is intended and expected, then, to fill the boats by first lowering the boat and then letting the people down on side ladders?

Mr. PITMAN. Yes, sir.

Senator FLETCHER. Or through doors?

Mr. PITMAN. Yes.

Senator FLETCHER. Why was not that course pursued in this instance?

Mr. PITMAN. Well, it was a new ship, and everything new, of course. It takes a certain amount of risk. That was a much quicker way, too.

Senator FLETCHER. Which is the much quicker way?

Mr. PITMAN. The way we did it.

Senator FLETCHER. You say that you did not see any of the boats lowered on the port side?

Mr. PITMAN. Not one, no.

Senator FLETCHER. What course did you take after your boat was lowered into the water? Did you go to the stern of the *Titanic*, to the bow, or off from her?



Mr. PITMAN. Just rowed off from her, that way [indicating].

Senator FLETCHER. Which way?

Mr. PITMAN. To the north.

Senator FLETCHER. To the north how far?

Mr. PITMAN. It may have been three or four hundred yards.

Senator FLETCHER. And there you lay on your oars?

Mr. PITMAN. Yes, waiting for future developments.

Senator FLETCHER. And No. 7——

Mr. PITMAN. Did likewise.

Senator FLETCHER. And remained close by you until some time in the morning, when she cast off your rope and took care of herself?

Mr. PITMAN. Yes.

Senator FLETCHER. About what time in the morning was that?

Mr. PITMAN. It may have been about a quarter to 3 or 3 o'clock.

Senator FLETCHER. Just before you saw the *Carpathia*?

Mr. PITMAN. Oh, an hour before we saw her, approximately.

Senator FLETCHER. You saw the *Carpathia* about 3.30 o'clock, you said?

Mr. PITMAN. Somewhere about then.

Senator FLETCHER. Did you think it proper to take into your boat two firemen and two stewards; were they of any use as seamen?

Mr. PITMAN. Yes; they were.

Senator FLETCHER. Why did you take those two firemen and two stewards when you only needed four men to row the boat and you could supply the place of one of those yourself?

Mr. PITMAN. Well, I wanted somebody in the boat that knew something about it.

Senator FLETCHER. Did they understand that sort of work?

Mr. PITMAN. Three of them did, and probably the fourth one did; but I never tried him.

Senator FLETCHER. And you had one sailor?

Mr. PITMAN. Yes.

Senator FLETCHER. You had one sailor, two firemen, and two stewards?

Mr. PITMAN. Yes.

Senator FLETCHER. And five or six male passengers besides those?

Mr. PITMAN. Well, those three male passengers.

Senator FLETCHER. After the bow of the *Titanic* went down, you heard these explosions?

Mr. PITMAN. No; I did not hear them until the ship had disappeared altogether.

Senator FLETCHER. After the bow of the *Titanic* went down, she assumed an almost upright position?

Mr. PITMAN. Yes, sir.

Senator FLETCHER. How long after getting into that position was it before she disappeared entirely?

Mr. PITMAN. I think it must have been a question of seconds.

Senator FLETCHER. And then came the explosions?

Mr. PITMAN. Then came the explosions.

Senator FLETCHER. And after the bow was submerged the bridge was submerged. How long was it before she went down completely?

Mr. PITMAN. I could not say.

Senator FLETCHER. How long was it after your boat was in the water before she went down, as near as you can fix it?

Mr. PITMAN. How long before?

Senator FLETCHER. How long was it after your boat was lowered into the water before the 2.20 hour arrived and the *Titanic* went down?

Mr. PITMAN. I should say an hour and a half.

Senator FLETCHER. You said to your men, “Get out your oars and pull toward the wreck”?

Mr. PITMAN. Yes, sir.

Senator FLETCHER. Were not their oars already out?

Mr. PITMAN. There may have been one out, but the others had pulled them in and laid them across the boat. Of course it was that dark I really could not say.

Senator FLETCHER. Do you know anything about the speed of the *Titanic* after 8 p. m. on Sunday?

Mr. PITMAN. No, sir.

Senator FLETCHER. You mean you did not make any observations, yourself, after that time?

Mr. PITMAN. I was in bed, sir.

Senator BURTON. In speaking of a change in course, do you not mean a change of direction, as indicated by the points of the compass?

Mr. PITMAN. Yes, sir.

Senator BURTON. And that follows the track as laid down, in which there are changes in the direction, as indicated by the compass. That is right, is it not?

Mr. PITMAN. Yes.

Senator BURTON. Now, about that light—a minute or two. You were on the starboard side most of the time?

Mr. PITMAN. Yes; all of the time.

Senator BURTON. If there had been a light on the port side, you could not have seen it?

Mr. PITMAN. That depends on where it was.

Senator BURTON. If it was within 5 miles or nearer?

Mr. PITMAN. No; I could not.

Senator BURTON. You were not there long enough to recognize it even if it had been there?

Mr. PITMAN. No, sir.

Senator BURTON. You think this white light you saw was stationary?

Mr. PITMAN. I do.

Senator BURTON. And it was about 3 miles away?

Mr. PITMAN. Yes.

Senator BURTON. Would it not have been impossible for any one of the lifeboats to have gotten that far away at the time you saw it?

Mr. PITMAN. Impossible to have gotten to that light? Well, I do not know. I do not think so.

Senator BURTON. For how long a time did you see it?

Mr. PITMAN. I could not really say. I did not take any particular notice of this light; I was not interested in it——

Senator BURTON. That is, you did not consider it as anything that could afford safety?

Mr. PITMAN. No, sir.

Senator BURTON. You did not think it belonged to a steamer?

Mr. PITMAN. No, sir; it is only what I have heard since.

Senator NEWLANDS. You say you were on the southerly track?

Mr. PITMAN. Yes, sir.

Senator NEWLANDS. How far distant were you from the northerly track?

Mr. PITMAN. Well, that varies.

Senator NEWLANDS. About how far?

Mr. PITMAN. In the position where we sank I think it is about 50 miles. You can measure it off on the chart and get it accurate.

Senator NEWLANDS. Do you recall whether the iceberg, as noted on the chart, was on the line of the northerly track?

Mr. PITMAN. No; it was to the northward of the southerly track.

Senator NEWLANDS. Was it to the north of the northern track?

Mr. PITMAN. Oh, no; it was south of the northern track. I think there is more than 60 miles difference there.

Senator NEWLANDS. Then, according to the chart, it was less than 60 miles distant from the southerly track?

Mr. PITMAN. I can not give it to you with accuracy, but you can get it off here, sir, within a mile.

Senator NEWLANDS. What I want to ascertain is this: Was this iceberg, as located on the chart, between the northern and southern tracks or was it to the north of the northerly track?

Mr. PITMAN. Between the northern and southern tracks.

Senator NEWLANDS. Do you recollect which track it was nearest to?

Mr. PITMAN. I do not, sir.

Senator NEWLANDS. During your experience at sea has notice been given frequently by marconigram of the location of icebergs?

Mr. PITMAN. Yes; we always pass it along from one to another.

Senator NEWLANDS. What is the custom of the ships when they receive word of that kind; is it the custom to slow down or to maintain their speed?

Mr. PITMAN. To maintain speed, sir.

Senator NEWLANDS. To maintain speed?

Mr. PITMAN. Certainly.

Senator NEWLANDS. What do they rely upon for avoiding accident?

Mr. PITMAN. Picking up these bergs; as a rule, they are seen.

Senator NEWLANDS. They are more easily seen, of course, during the day; and how about it in the night?

Mr. PITMAN. I have never seen one at night, and so I can not say.

Senator NEWLANDS. What is the custom as to the night; is it customary to maintain speed even then, simply relying upon the expectation of picking up the icebergs, as you say?

Mr. PITMAN. I think so.

Senator NEWLANDS. How fast do these icebergs travel? Their general course, of course, is toward the south. Have you any idea how fast they go?

Mr. PITMAN. That would depend upon the question of current and wind.

Senator FLETCHER. In regard to the icebergs, I understood you to say that you saw on Monday morning a number of icebergs in that vicinity?

Mr. PITMAN. Yes, sir.

Senator FLETCHER. And some of those were as high as 100 feet above the water?

Mr. PITMAN. I should say so; about that.

Senator FLETCHER. What would that mean as to the extent beneath the surface of the water?

Mr. PITMAN. They say two-thirds of an iceberg is submerged.

Senator FLETCHER. So that if the iceberg the *Titanic* struck was 30 feet above the surface, how much would there have been beneath the surface?

Mr. PITMAN. Two-thirds of it.

Senator FLETCHER. Do you know whether you got a view of that particular berg the next morning?

Mr. PITMAN. No one could say that—that he saw that particular berg.

Senator FLETCHER. You could not tell, from where you were when daylight came, precisely the direction from you in which the *Titanic* was when she went down?

Mr. PITMAN. No; I could not.

Senator FLETCHER. You could not do that?

Mr. PITMAN. No.

Senator FLETCHER. There was no way you could tell that, by wreckage or anything else on the surface?

Mr. PITMAN. No; you could not say accurately which one it was.

Senator FLETCHER. How far were you at that time from the place where the *Titanic* went down?

Mr. PITMAN. That would be hard to say.

Senator FLETCHER. You had not been rowing very much?

Mr. PITMAN. No; we had been drifting with a little wind.

Senator FLETCHER. And there was not very much wind?

Mr. PITMAN. No; we got a little wind at 4 o'clock, a little breeze at 4 o'clock.

Senator FLETCHER. And there was no fog that night?

Mr. PITMAN. No; no fog.

Senator FLETCHER. And you can not give us an idea about how far you were at daylight next morning from the place where the *Titanic* went down?

Mr. PITMAN. No; because there was nothing to tell me where the *Titanic* had sunk.

Senator FLETCHER. You knew whether you had been exerting yourselves to make any headway one way or the other, whether you had been rowing or drifting?

Mr. PITMAN. I would say that we may have been a mile away.

Senator FLETCHER. Could you see the iceberg in the direction of what you supposed to be the place where the *Titanic* went down?

Mr. PITMAN. Oh, yes. There were several of them around there, but I could not say with any degree of accuracy which one it was.

Senator FLETCHER. You could see several of them off, could you not?

Mr. PITMAN. Oh, yes; in the daylight, with the sun shining on them.

Senator FLETCHER. With regard to the closing of the watertight compartments, was there any need of any lever or key in order to do that? Would not the doors close automatically?

Mr. PITMAN. Yes; from the bridge; those in the lower holds.

Senator FLETCHER. Explain how that was operated. You have been asked something about that by the chairman, and it is not clear, I think, in the record, about the need of some one going there and using a key, and that sort of thing, in connection with those doors. How do they work?

Mr. PITMAN. I can not explain the working of them down below.

Senator NEWLANDS. How do you close them?

Mr. PITMAN. There is a lever 7 or 8 inches long——

Senator FLETCHER. Where is that?

Mr. PITMAN. On the bridge; close to the man at the wheel. All you have to do is to just pull it over like that [indicating by describing half a circle].

Senator FLETCHER. What is the effect of that?

Mr. PITMAN. That closes the doors electrically.

Senator FLETCHER. They come right down?

Mr. PITMAN. They come right down.

Senator FLETCHER. They just come right down, and they do not open and shut, out and in?

Mr. PITMAN. Oh, no; stright down that way [indicating]. There is an electrical bell beside them. You ring that a few minutes before closing, so as to give any one a chance to get out of the way who might be standing underneath.

Senator FLETCHER. When you took boat No. 5, and lowered that boat, you say you saw some men standing around the deck, but no women or children. Were the men excited; were they desirous of taking a boat, or was their attitude one of confidence that the *Titanic* was going to float, and that they were in about as safe a position on board the *Titanic* as they would be in on the lifeboat?

Mr. PITMAN. Well sir, there was no push to get into the boat. I said there was no room for any more, and they simply stood back.

Senator FLETCHER. They wanted to get in?

Mr. PITMAN. They would have gotten in if they had been told to get in.

Senator FLETCHER. But they did want to get in; or, would they rather stay on the boat?

Mr. PITMAN. They did not push themselves at all.

Senator PERKINS. When you are approaching land, and in close proximity to it, and think you may be near ice floes, especially in foggy weather, do you not double the lookout?

Mr. PITMAN. In foggy weather.

Senator PERKINS. And are not the officers cautioned to be more vigilant?

Mr. PITMAN. Yes; and the lookout men are also cautioned.

Senator PERKINS. Was that so in this instance, as regards cautioning——

Mr. PITMAN. The lookout men?

Senator PERKINS. Yes.

Mr. PITMAN. I can not say, because I was not on deck from 8 until 12 o'clock.

Senator PERKINS. How many officers were on the bridge at that time?

Mr. PITMAN. Two, I think.

Senator PERKINS. And a quartermaster in attendance?

Mr. PITMAN. A quartermaster in attendance, and a quartermaster at the wheel.

Senator SMITH. Captain, we were given the ship's time and the Greenwich time. Are you able to give the New York time, as to when this vessel sank?

Mr. PITMAN. Take five hours from the British time.

Senator SMITH. That would bring it to 12.47.

Mr. PITMAN. There is five hours difference between Greenwich time and New York time.

Senator SMITH. Will you figure it out? I want this definite in the record. Give me the New York time.

Mr. PITMAN. Give me the Greenwich time, please?

Senator SMITH. You can take your time to do that.

Mr. PITMAN (after making calculation). 11.47 p. m., Sunday.

Senator BURTON. That is not quite right, is it?

Senator SMITH. It would be 12.47 a. m.

Senator BURTON. The difference in solar time is 4 hours and 57 minutes, if you want to get that exactly.

Senator SMITH. I would like to have the record as complete as possible.

Mr. PITMAN. It is 12.47 Monday morning.

Senator SMITH. Give the ship's time from which you make the deduction.

Mr. PITMAN. I am working through the British mean time. That is 5.47.

Senator SMITH. You are working from——

Mr. PITMAN. The Greenwich time.

Senator SMITH. The Greenwich time?

Mr. PITMAN. Yes, sir.

Senator SMITH. And assuming it to be what time?

Mr. PITMAN. 5.47 a. m., Greenwich time.

Senator SMITH. It would be 12.47?

Mr. PITMAN. 12.47 a. m., Monday morning, New York time.

Senator SMITH. Now, officer, did you see, while lifeboat No. 5 was being loaded, or while lifeboat No. 7 was being loaded, any woman step into the lifeboat and step back upon the deck?

Mr. PITMAN. No, sir; none.

Senator SMITH. Did you hear of such an incident?

Mr. PITMAN. No, sir.

Senator SMITH. You recall nothing of that kind, so far as your station was concerned?

Mr. PITMAN. No, sir.

Senator SMITH. Was the *Titanic* equipped with a searchlight?

Mr. PITMAN. No, sir.

Senator SMITH. Did you ever see a merchantman equipped with a searchlight?

Mr. PITMAN. No, sir; except small coasting steamers.

Senator SMITH. From what you saw of the proximity of the icebergs Monday morning following this catastrophe, do you believe that the use of searchlights would have revealed the proximity of icebergs?

Mr. PITMAN. It might have done so.

Senator SMITH. That is your best judgment about it?

Mr. PITMAN. Yes, sir.

Senator SMITH. Have you seen searchlights used aboard naval craft?

Mr. PITMAN. I have seen them used, but I have never been on board, myself.

Senator SMITH. Where have you seen them used; in England?

Mr. PITMAN. Yes.

Senator SMITH. They equip their battleships with searchlights, do they not, in England?



Mr. PITMAN. Oh, yes; every one of them.

Senator SMITH. I would like to know whether there was a fire in the hold after leaving Southampton?

Mr. PITMAN. That is the first I have heard of it.

Senator SMITH. You may answer in your own way. You have not heard of it before?

Mr. PITMAN. No, sir.

Senator SMITH. I would like to know whether the passengers were awakened, to your knowledge, by the officers of the ship after the impact?

Mr. PITMAN. Not by any of us. No, that would be up to the victualing department to see them called.

Senator SMITH. Did you see any calls or signals of that character given?

Mr. PITMAN. Orders had been passed before I came on deck, sir.

Senator SMITH. After you came on deck, closely following the impact, you heard none of those orders or warnings or signals given?

Mr. PITMAN. No, sir. I did not come on deck until 10 minutes after the impact; quite 10 minutes.

Senator SMITH. Do you know of any reason why the speed of the *Titanic* was not slackened after the warnings of the proximity of icebergs were received?

Mr. PITMAN. I do not think the speed was reduced.

Senator SMITH. Do you know why it was not reduced?

Mr. PITMAN. No. It is not customary.

Senator SMITH. Do you know, of your own knowledge, of any water entering the boiler rooms?

Mr. PITMAN. No, sir.

Senator SMITH. Do you know, of your own knowledge, of any order given to haul fire from the boilers?

Mr. PITMAN. No, sir.

Senator SMITH. Did you see any evidences of a conflagration or fire aboard the *Titanic* at any time?

Mr. PITMAN. No, sir.

Senator SMITH. If there had been any order given to keep a sharp lookout for ice, would it have been entered on an order book or the log?

Mr. PITMAN. That is usually put on the commander's night order book.

Senator SMITH. Did you see anything of that kind?

Mr. PITMAN. I did not see the night order book that night, because it is not issued, as a rule, until between 6 and 8.

Senator SMITH. Did you see it the night before?

Mr. PITMAN. Yes, sir; I saw it the night before, because we had to sign it every night.

Senator SMITH. I understand. You saw it the night before?

Mr. PITMAN. Yes, sir.

Senator SMITH. And at that time did you see any order to keep a sharp lookout for ice?

Mr. PITMAN. No; there was none, because we were not in the ice region.

Senator SMITH. That was not my question, exactly. Read my question.



The reporter repeated the question, as follows:

At that time did you see any order to keep a sharp lookout for ice?

Senator SMITH. Recorded.

Mr. PITMAN. You are speaking about the 24 hours previous; you are talking about Saturday night?

Senator SMITH. I am.

Mr. PITMAN. None that night; no.

Senator SMITH. Nor at any other time?

Mr. PITMAN. No; because we were not in the ice region.

Senator SMITH. Can you indicate what, if any, progress the ship made in speed after the collision?

Mr. PITMAN. Any progress she made? I do not follow you.

Senator SMITH. I want to know whether the engines were reversed and the ship was permitted to drift, or whether she kept under her power.

Mr. PITMAN. Oh, as far as I heard, she went full astern immediately after the collision.

Senator SMITH. She reversed her engines?

Mr. PITMAN. She reversed her engines and went full astern.

Senator SMITH. She reversed her engines, then, and receded from the point of contact?

Mr. PITMAN. She was past it then, I think. We brought the ship to a standstill.

Senator SMITH. Did you ever see that ship move after it was brought to a standstill, except when it sank in the sea?

Mr. PITMAN. I did not, sir.

Senator SMITH. To the best of your knowledge, did it move?

Mr. PITMAN. She did not move.

Senator FLETCHER. She must have gone down right near the iceberg?

Mr. PITMAN. No; she must have gone a far distance past it. Her speed would take her some distance.

Senator NEWLANDS. Within what distance could the *Titanic* come to a stop, going at the rate of 21 knots an hour?

Mr. PITMAN. It would be very hard to say, because we never tried.

Senator NEWLANDS. Judging from the action of ships of that size, or of large ships, within what distance could a ship come to a stop?

Mr. PITMAN. I never tried it, sir. That would vary considerably according to the state of the sea and the wind.

Senator SMITH. I want to clear up a few things for the record before you step aside. Mr. Boxhall testified that the ship struck in latitude  $41^{\circ} 46'$ , longitude  $50^{\circ} 14'$ .

Mr. PITMAN. That is the position that he gave to the *Carpathia*.

Senator SMITH. How was that determined?

Mr. PITMAN. From the star position, worked from half past 7.

Senator SMITH. In any other manner?

Mr. PITMAN. No; that was worked out, I understand, from the star position at half past 7.

Senator SMITH. What was the ship's course when she struck? I think you testified to it, but I want it right at this place.

Mr. PITMAN. I am not sure whether it was south  $84^{\circ}$  west or south  $86^{\circ}$  west true.

Senator SMITH. How long had she been running on that course?

Mr. PITMAN. From 5.50 p. m.

Senator SMITH. That evening?

Mr. PITMAN. Yes, sir.

Senator SMITH. Did this course show that she was approaching ice?

Mr. PITMAN. No, sir; there was no ice reported exactly on the track.

Senator SMITH. I want to know if this course showed that she was approaching ice.

Mr. PITMAN. We should pass the ice northward.

Senator SMITH. Do you know in what position, latitude and longitude, the *Carpathia* found the boats?

Mr. PITMAN. Found the boats, sir?

Senator SMITH. Yes, sir.

Mr. PITMAN. Somewhere near that position that Mr. Boxhall gave you with reference to the ship sinking. That is the position the *Carpathia* steered for.

Senator SMITH.  $41^{\circ} 46'$ ?

Mr. PITMAN.  $41^{\circ} 46'$ .

Senator SMITH. And  $50^{\circ} 14'$ ?

Mr. PITMAN.  $50^{\circ} 14'$ . That is the position the *Carpathia* steered for.

Senator SMITH. I wish you would tell the committee whether the steam whistle was used Sunday night during your watch or not.

Mr. PITMAN. No, sir.

Senator SMITH. Could it have been used to detect the presence of ice by echo?

Mr. PITMAN. I should not think so. I should not have any faith in it.

Senator SMITH. It was not used?

Mr. PITMAN. No; it was not.

Senator SMITH. In order to complete the record, the ice reported by the *Amerika*, by a wireless message, was in latitude  $41^{\circ} 27'$  longitude  $50^{\circ} 08'$ ?

Mr. PITMAN. Yes.

Senator SMITH. If the ship was properly located when she struck as being in latitude  $41^{\circ} 46'$ , must not the course have been steered to the northward, in the direction of the reported iceberg?

Mr. PITMAN. No; the position of that iceberg given by the *Amerika* is to the southward of us.

Senator SMITH. The course was laid to the southward of ice reported by the *Amerika*, was it not?

Mr. PITMAN. No; that position is 20 miles to the south of the position we were.

Senator SMITH. Would you have allowed any time for the ice to drift?

Mr. PITMAN. I do not know anything about getting its position from the *Amerika*.

Senator SMITH. You never heard anything at all about their wireless warning and know nothing about the longitude or latitude in which they reported icebergs?

Mr. PITMAN. The only one was the one that was put on the chart, and I don't know whom that came from.

Senator SMITH. I think that is all for the present, Officer.

Senator FLETCHER. If there had been a vessel that night within 5 miles of the *Titanic*, could not her whistle have been heard that distance?

Mr. PITMAN. No; but you could have heard her blowing off steam at a far greater distance than you could hear the steam whistle. She was blowing off steam for three-quarters of an hour, I think, and you could hear that much farther than you could hear any steam whistle.

Senator FLECTHER. Then it would stand to reason that if there was a ship or vessel of any kind within a distance of 5 miles it ought to have heard the blowing off of the steam?

Mr. PITMAN. She could have heard that 10 miles that night.

Senator SMITH. Just one more question. Was the ice that was located on the chart south of your track?

Mr. PITMAN. North of our track.

Senator SMITH. Now, Witness, I have not gotten entirely through with you. I wish you would hold yourself subject to the desire of the committee. I want to call Mr. Fleet for a few moments.

### TESTIMONY OF MR. FREDERICK FLEET.

The witness was sworn by the chairman.

Senator SMITH. What is your full name?

Mr. FLEET. Frederick Fleet.

Senator SMITH. Where do you reside?

Mr. FLEET. Southampton.

Senator SMITH. England?

Mr. FLEET. England.

Senator SMITH. How old are you?

Mr. FLEET. Twenty-five next October.

Senator SMITH. What is your business?

Mr. FLEET. Sailor; lookout man.

Senator SMITH. How much experience have you had in that work?

Mr. FLEET. About four years. I was four years on the *Oceanic*, on the lookout.

Senator SMITH. Four years as lookout on the *Oceanic*, of the White Star Line?

Mr. FLEET. Yes, sir.

Senator SMITH. Is that all the experience you have had?

Mr. FLEET. Going to sea?

Senator SMITH. Yes.

Mr. FLEET. Five or six years.

Senator SMITH. Besides that?

Mr. FLEET. That is all; when I was in the training ship.

Senator SMITH. Have you ever been lookout on any other ship?

Mr. FLEET. No.

Senator SMITH. You were lookout on the *Titanic*, were you not?

Mr. FLEET. Yes.

Senator SMITH. And sailed with the *Titanic* from Southampton, or from Belfast?

Mr. FLEET. I fetched her around from Belfast, on the lookout.

Senator SMITH. And made this voyage from Southampton, to the time of the collision—the accident?

Mr. FLEET. Yes, sir.

Senator SMITH. I want to get on the record the place where you were stationed in the performance of your duty.

Mr. FLEET. I was on the lookout.

Senator SMITH. On the lookout?

Mr. FLEET. At the time of the collision.

Senator SMITH. In the crow's nest?

Mr. FLEET. Yes.

Senator SMITH. At the time of the collision?

Mr. FLEET. Yes, sir.

Senator SMITH. Can you tell how high above the boat deck that is?

Mr. FLEET. I have no idea.

Senator SMITH. Can you tell how high above the crow's nest the masthead is?

Mr. FLEET. No, sir.

Senator SMITH. Do you know how far you were above the bridge?

Mr. FLEET. I am no hand at guessing.

Senator SMITH. I do not want you to guess; but, if you know, I would like to have you tell.

Mr. FLEET. I have no idea.

Senator FLETCHER. You hardly mean that; you have some idea?

Mr. FLEET. No; I do not.

Senator FLETCHER. You know whether it was a thousand feet or two hundred?

Senator SMITH. Was there any other officer or employee stationed at a higher point on the *Titanic* than you were?

Mr. FLEET. No, sir.

Senator SMITH. You were the lookout?

Mr. FLEET. Yes, sir.

Senator SMITH. Where are the eyes of the ship?

Mr. FLEET. The eyes of the ship?

Senator SMITH. The ship's eyes?

Mr. FLEET. Forward.

Senator SMITH. At the extreme bow?

Mr. FLEET. Yes, sir.

Senator SMITH. And on the same level as the boat deck or below it?

Mr. FLEET. Below it.

Senator SMITH. How far below it?

Mr. FLEET. I do not know, sir.

Senator SMITH. Mr. Fleet, can you tell who was on the forward part of the *Titanic* Sunday night when you took your position in the crow's nest?

Mr. FLEET. There was nobody.

Senator SMITH. Nobody?

Mr. FLEET. No, sir.

Senator SMITH. Who was on the bridge?

Mr. FLEET. When I went up to relieve the others?

Senator SMITH. Yes.

Mr. FLEET. Mr. Murdock.

Senator SMITH. Officer Murdock?

Mr. FLEET. First officer.

Senator SMITH. Who else?

Mr. FLEET. I think it was the third officer.

Senator SMITH. What was his name?

Mr. FLEET. The man that was here, Pitman.

Senator SMITH. Mr. Pitman, the man who just left the stand?

Mr. FLEET. I do not know the officers on the bridge.

Senator SMITH. You do not recall any more of them?

Mr. FLEET. No; I do not know whether he was there or not.

Senator SMITH. I do not want any confusion if I can help it. I want to get this down right. Was the captain on the bridge?

Mr. FLEET. I do not know, sir.

Senator SMITH. You did not see him?

Mr. FLEET. No, sir.

Senator SMITH. What time did you take your watch Sunday night?

Mr. FLEET. Ten o'clock.

Senator NEWLANDS. Whom did you relieve?

Mr. FLEET. Symons and Jewell.

Senator SMITH. Who was with you on the watch?

Mr. FLEET. Lee.

Senator SMITH. What, if anything, did Symons and Jewell, or either one, say to you when you relieved them of the watch?

Mr. FLEET. They told us to keep a sharp lookout for small ice.

Senator SMITH. What did you say to them?

Mr. FLEET. I said "All right."

Senator SMITH. What did Lee say?

Mr. FLEET. He said the same.

Senator SMITH. And you took your position in the crow's nest?

Mr. FLEET. Yes, sir.

Senator SMITH. Did you keep a sharp lookout for ice?

Mr. FLEET. Yes, sir.

Senator SMITH. Tell what you did?

Mr. FLEET. Well, I reported an iceberg right ahead, a black mass.

Senator SMITH. When did you report that?

Mr. FLEET. I could not tell you the time.

Senator SMITH. About what time?

Mr. FLEET. Just after seven bells.

Senator SMITH. How long after you had taken your place in the crow's nest?

Mr. FLEET. The watch was nearly over. I had done the best part of the watch up in the nest.

Senator SMITH. How long a watch did you have?

Mr. FLEET. Two hours; but the time was going to be put back—that watch.

Senator SMITH. The time was to be set back?

Mr. FLEET. Yes, sir.

Senator SMITH. Did that alter your time?

Mr. FLEET. We were to get about 2 hours and 20 minutes.

Senator SMITH. How long before the collision or accident did you report ice ahead?

Mr. FLEET. I have no idea.

Senator SMITH. About how long?

Mr. FLEET. I could not say, at the rate she was going.

Senator SMITH. How fast was she going?

Mr. FLEET. I have no idea.

Senator SMITH. Would you be willing to say that you reported the presence of this iceberg an hour before the collision?

Mr. FLEET. No, sir.

Senator SMITH. Forty-five minutes?

Mr. FLEET. No, sir.

Senator SMITH. A half hour before?

Mr. FLEET. No, sir.

Senator SMITH. Fifteen minutes before?

Mr. FLEET. No, sir.

Senator SMITH. Ten minutes before?

Mr. FLEET. No, sir.

Senator SMITH. How far away was this black mass when you first saw it?

Mr. FLEET. I have no idea, sir.

Senator SMITH. Can you not give us some idea? Did it impress you as serious?

Mr. FLEET. I reported it as soon as ever I seen it.

Senator SMITH. I want a complete record of it, you know. Give me, as nearly as you can, how far away it was when you saw it. You are accustomed to judging distances, are you not, from the crow's nest? You are there to look ahead and sight objects, are you not?

Mr. FLEET. We are only up there to report anything we see.

Senator SMITH. But you are expected to see and report anything in the path of the ship, are you not?

Mr. FLEET. Anything we see—a ship, or anything.

Senator SMITH. Anything you see?

Mr. FLEET. Yes; anything we see.

Senator SMITH. Whether it be a field of ice, a “growler,” or an iceberg, or any other substance?

Mr. FLEET. Yes, sir.

Senator SMITH. Have you trained yourself so that you can see objects as you approach them with fair accuracy?

Mr. FLEET. I do not know what you mean, sir.

Senator SMITH. If there had been a black object ahead of this ship, or a white one, a mile away, or 5 miles away, 50 feet above the water or 150 feet above the water, would you have been able to see it, from your experience as a seaman?

Mr. FLEET. Yes, sir.

Senator SMITH. When you see these things in the path of the ship, you report them?

Mr. FLEET. Yes, sir.

Senator SMITH. What did you report when you saw this black mass Sunday night?

Mr. FLEET. I reported an iceberg right ahead.

Senator SMITH. To whom did you report that?

Mr. FLEET. I struck three bells first. Then I went straight to the telephone and rang them up on the bridge.

Senator SMITH. You struck three bells and went to the telephone and rang them up on the bridge?

Mr. FLEET. Yes.

Senator SMITH. Did you get anyone on the bridge?

Mr. FLEET. I got an answer straight away—what did I see, or “What did you see?”

Senator SMITH. Did the person who was talking to you tell you who he was?

Mr. FLEET. No. He just asked me what did I see. I told him an iceberg right ahead.

Senator SMITH. What did he say then?

Mr. FLEET. He said: “Thank you.”

Senator SMITH. Do you know to whom you were talking?

Mr. FLEET. No; I do not know who it was.

Senator SMITH. What was the object in sending the three bells?

Mr. FLEET. That denotes an iceberg right ahead.

Senator SMITH. It denotes danger?

Mr. FLEET. No; it just tells them on the bridge that there is something about.

Senator SMITH. You took both precautions; you gave the three bells, and then you went and telephoned to the bridge?

Mr. FLEET. Yes, sir.

Senator SMITH. Where did you have to go to telephone?

Mr. FLEET. The telephone is in the nest.

Senator SMITH. The telephone is right in the crow's nest?

Mr. FLEET. Yes.

Senator SMITH. You turned and communicated with the bridge from the nest?

Mr. FLEET. Yes, sir.

Senator SMITH. Did you get a prompt response?

Mr. FLEET. I did.

Senator SMITH. And you made the statement that you have indicated?

Mr. FLEET. Yes.

Senator SMITH. Then what did you do?

Mr. FLEET. After I rang them up?

Senator SMITH. Yes, sir.

Mr. FLEET. I kept staring ahead again.

Senator SMITH. You remained in the crow's nest?

Mr. FLEET. I remained in the crow's nest until I got relief.

Senator SMITH. And Lee remained in the nest?

Mr. FLEET. Yes.

Senator SMITH. How long did you stay there?

Mr. FLEET. About a quarter of an hour to 20 minutes after.

Senator SMITH. After what?

Mr. FLEET. After the accident.

Senator SMITH. And then did you leave this place?

Mr. FLEET. We got relieved by the other two men.

Senator SMITH. The other two men came?

Mr. FLEET. Yes.

Senator SMITH. Did they go up?

Mr. FLEET. They came up in the nest.

Senator SMITH. And you got down?

Mr. FLEET. We got down; yes.

Senator SMITH. Can you not indicate, in any way, the length of time that elapsed between the time that you first gave this information by telephone and by bell to the bridge officer and the time the boat struck the iceberg?

Mr. FLEET. I could not tell you, sir.

Senator SMITH. You can not say?

Mr. FLEET. No, sir.

Senator SMITH. You can not say whether it was five minutes or an hour?

Mr. FLEET. I could not say, sir.

Senator SMITH. I wish you would tell the committee whether you apprehended danger when you sounded these signals and telephoned; whether you thought there was danger?



Mr. FLEET. No; no, sir. That is all we have to do up in the nest; to ring the bell, and if there is any danger ring them up on the telephone.

Senator SMITH. The fact that you did ring them up on the telephone indicated that you thought there was danger?

Mr. FLEET. Yes, sir.

Senator SMITH. You thought there was danger?

Mr. FLEET. Well, it was so close to us. That is why I rang them up.

Senator SMITH. How large an object was this when you first saw it?

Mr. FLEET. It was not very large when I first saw it.

Senator SMITH. How large was it?

Mr. FLEET. I have no idea of distances or spaces.

Senator SMITH. Was it the size of an ordinary house? Was it as large as this room appears to be?

Mr. FLEET. No; no. It did not appear very large at all.

Senator SMITH. Was it as large as the table at which I am sitting?

Mr. FLEET. It would be as large as those two tables put together, when I saw it at first.

Senator SMITH. When you first saw it, it appeared about as large as these two tables put together?

Mr. FLEET. Yes, sir.

Senator SMITH. Did it appear to get larger after you first saw it?

Mr. FLEET. Yes; it kept getting larger as we were getting nearer it.

Senator SMITH. As it was coming toward you and you were going toward it?

Mr. FLEET. Yes.

Senator SMITH. How large did it get to be, finally when it struck the ship?

Mr. FLEET. When we were alongside, it was a little bit higher than the forecastle head.

Senator SMITH. The forecastle head is how high above the water line?

Mr. FLEET. Fifty feet, I should say.

Senator SMITH. About 50 feet?

Mr. FLEET. Yes.

Senator SMITH. So that this black mass, when it finally struck the boat, turned out to be about 50 feet above the water?

Mr. FLEET. About 50 or 60.

Senator SMITH. Fifty or sixty feet above the water?

Mr. FLEET. Yes.

Senator SMITH. And when you first saw it it looked no larger than these two tables?

Mr. FLEET. No, sir.

Senator SMITH. Do you know whether the ship was stopped after you gave that telephone signal?

Mr. FLEET. No, no; she did not stop at all. She did not stop until she passed the iceberg.

Senator SMITH. She did not stop until she passed the iceberg?

Mr. FLEET. No, sir.

Senator SMITH. Do you know whether her engines were reversed?

Mr. FLEET. Well, she started to go to port while I was at the telephone.

Senator SMITH. She started to go to port?

Mr. FLEET. Yes; the wheel was put to starboard.

Senator SMITH. How do you know that?

Mr. FLEET. My mate saw it and told me. He told me he could see the bow coming around.

Senator SMITH. They swung the ship's bow away from the object?

Mr. FLEET. Yes; because we were making straight for it.

Senator SMITH. But you saw the course altered? And the iceberg struck the ship at what point?

Mr. FLEET. On the starboard bow, just before the foremast.

Senator SMITH. How far would that be from the bow's end?

Mr. FLEET. From the stem?

Senator SMITH. From the stem.

Mr. FLEET. About 20 feet.

Senator SMITH. About 20 feet back from the stem?

Mr. FLEET. From the stem to where she hit.

Senator SMITH. When she struck this obstacle, or this black mass, was there much of a jar to the ship?

Mr. FLEET. No, sir.

Senator SMITH. Was there any?

Mr. FLEET. Just a slight grinding noise.

Senator SMITH. Not sufficient to disturb you in your position in the crow's nest?

Mr. FLEET. No, sir.

Senator SMITH. Did it alarm you seriously when it struck?

Mr. FLEET. No, sir; I thought it was a narrow shave.

Senator SMITH. You thought it was a narrow shave?

Mr. FLEET. Yes, sir.

Senator SMITH. Did any of this ice break onto the decks?

Mr. FLEET. Yes; some on the forecastle light and some on the weather deck.

Senator SMITH. How much?

Mr. FLEET. Not much; only where she rubbed up against it.

Senator SMITH. Did Lee and you talk over this black object that you saw?

Mr. FLEET. Only up in the nest.

Senator SMITH. What did you say about it? What did he say about it to you or what did you say about it to him?

Mr. FLEET. Before I reported, I said, "There is ice ahead," and then I put my hand over to the bell and rang it three times, and then I went to the phone.

Senator SMITH. What did he say?

Mr. FLEET. He said nothing much. He just started looking. He was looking ahead while I was at the phone and he seen the ship go to port.

Senator SMITH. Did Lee survive this wreck, or was he drowned?

Mr. FLEET. He is one that survived it.

Senator SMITH. You can not recollect just what he said to you when she struck?

Mr. FLEET. No, sir.

Senator SMITH. Nor when you first sighted this black mass?

Mr. FLEET. No, sir.

Senator SMITH. Who sighted the black mass first; you or Lee?

Mr. FLEET. I did. I say I did, but I think he was just as soon as me.

Senator SMITH. Were you both looking ahead?

Mr. FLEET. We were looking all over the place, all around.

Senator SMITH. All over the sea?

Mr. FLEET. Yes, sir.

Senator SMITH. Had you been especially directed to look carefully?

Mr. FLEET. Yes, sir.

Senator SMITH. By whom?

Mr. FLEET. By the mates we relieved; by the other two lookout men.

Senator SMITH. Were you told to do so by Officer Murdock?

Mr. FLEET. No, sir. We got our order from Mr. Lightoller, and passed it on to the lookouts as they get relieved.

Senator SMITH. Mr. Lightoller gave the order to your mates?

Mr. FLEET. And they passed it on to us.

Senator SMITH. Is that usual?

Mr. FLEET. Yes, sir; as we get relieved we pass it on to the other men.

Senator SMITH. If any orders come in the meantime to you, you pass them on?

Mr. FLEET. To the next two lookout men.

Senator SMITH. Do you know what time it was when you saw that iceberg?

Mr. FLEET. I have no idea, sir.

Senator SMITH. Did you carry a watch?

Mr. FLEET. No, sir.

Senator SMITH. You made no record of it in any way?

Mr. FLEET. No, sir.

Senator SMITH. You went to the lookout at 10 o'clock?

Mr. FLEET. Yes, sir.

Senator SMITH. Whom did you relieve?

Mr. FLEET. Symons and Jewell.

Senator SMITH. Did they tell you they had seen icebergs?

Mr. FLEET. No, sir; they only gave us the orders to look out for them.

Senator SMITH. But they did not say they had seen any?

Mr. FLEET. No, sir.

Senator SMITH. Were you four men the only men that occupied this position in the boat?

Mr. FLEET. There were six.

Senator SMITH. Who were the other two?

Mr. FLEET. Hogg and Evans.

Senator SMITH. Did they survive the wreck?

Mr. FLEET. Yes, sir.

Senator SMITH. All of the lookouts survived?

Mr. FLEET. Yes, sir.

Senator SMITH. Where do these last two men live? Do you know?

Mr. FLEET. No, sir; there is one here.

Senator SMITH. Which one?

Mr. FLEET. Hogg and Symons are here besides me. The other three have gone home.

Senator SMITH. Lee?

Mr. FLEET. I do not know where Lee is. He got detained in New York.

Senator SMITH. What is the watch? It is two hours on and——

Mr. FLEET. And four hours off.

Senator SMITH. Who was on watch from 8 to 10 that night in the crow's nest or lookout?

Mr. FLEET. Symons and Jewell.

Senator SMITH. Who was on watch from 6 to 8?

Mr. FLEET. Hogg and Evans.

Senator SMITH. Did either of these mates of yours say anything about having seen icebergs Sunday or Sunday evening?

Mr. FLEET. No, sir.

Senator SMITH. Your last watch before 10 o'clock was from 4 to 6, was it not?

Mr. FLEET. From four to six; yes, sir.

Senator SMITH. And from four to six did you see any icebergs?

Mr. FLEET. No, sir.

Senator SMITH. Up there in the crow's nest, are there any indications of the presence of ice off the Grand Banks of Newfoundland?

Mr. FLEET. No, sir.

Senator SMITH. Does the weather change on the Newfoundland Banks?

Mr. FLEET. No, sir. It is all open in the nest, sir.

Senator SMITH. Was that a cold night—Sunday?

Mr. FLEET. Yes, sir.

Senator SMITH. What protection against the weather have you in the crow's nest?

Mr. FLEET. We have nothing ahead, and there are just two bits of screen behind us.

Senator SMITH. Canvas?

Mr. FLEET. Yes, sir.

Senator SMITH. And nothing ahead?

Mr. FLEET. Nothing in front.

Senator SMITH. So your view is unobstructed?

Mr. FLEET. Yes, sir.

Senator SMITH. Are you given glasses of any kind?

Mr. FLEET. We had none this time. We had nothing at all, only our own eyes, to look out.

Senator SMITH. On the *Oceanic* you had glasses, had you not?

Mr. FLEET. Yes, sir.

Senator SMITH. Each of you?

Mr. FLEET. There is one pair in the nest.

Senator SMITH. One pair of glasses?

Mr. FLEET. Yes, sir.

Senator SMITH. What kind of glasses are they; strong, powerful glasses?

Mr. FLEET. No, not always, sir.

Senator SMITH. What were those on the *Oceanic*?

Mr. FLEET. Very poor; you could see about from here to that looking-glass [indicating].

Senator SMITH. Did you make any request for glasses on the *Titanic*?

Mr. FLEET. We asked them in Southampton, and they said there was none for us.

Senator SMITH. Whom did you ask?

Mr. FLEET. They said there was none intended for us.

Senator SMITH. Whom did you ask?

Mr. FLEET. We asked Mr. Lightoller, the second officer.

Senator SMITH. Did you make the request yourself?

Mr. FLEET. No; the station lookout men did, Hogg and Evans.

Senator SMITH. How do you know they made it?

Mr. FLEET. Because they told us.

Senator SMITH. Where did they tell you; after leaving Southampton?

Mr. FLEET. In Southampton, and afterwards.

Senator SMITH. You expected glasses?

Mr. FLEET. We had a pair from Belfast to Southampton.

Senator SMITH. You had a pair of glasses from Belfast to Southampton?

Mr. FLEET. Yes, sir; but none from Southampton to New York.

Senator SMITH. Where did those go that you had from Belfast to Southampton?

Mr. FLEET. We do not know that. We only know we never got a pair.

Senator SMITH. And you had none from Southampton to the place of this accident?

Mr. FLEET. No, sir.

Senator SMITH. Suppose you had had glasses such as you had on the *Oceanic*, or such as you had between Belfast and Southampton, could you have seen this black object a greater distance?

Mr. FLEET. We could have seen it a bit sooner.

Senator SMITH. How much sooner?

Mr. FLEET. Well, enough to get out of the way.

Senator SMITH. Did you and your mates discuss with one another the fact that you had no glasses?

Mr. FLEET. We discussed it all together, between us.

Senator SMITH. Did you express surprise or regret that you had none?

Mr. FLEET. I do not know what you mean.

Senator SMITH. Were you disappointed that you had no glasses?

Mr. FLEET. Yes, sir.

Senator SMITH. Do you know whether the officer on the bridge had glasses?

Mr. FLEET. Yes, sir.

Senator SMITH. Did you see him using them?

Mr. FLEET. Yes, sir.

Senator SMITH. Who was on the bow of that boat, if anyone, Sunday evening, forward of the bridge?

Mr. FLEET. There was nobody forward of it.

Senator SMITH. Nobody forward of the bridge?

Mr. FLEET. No, sir; we were the only ones that were forward—up in the nest.

Senator SMITH. And there was no one else?

Mr. FLEET. No, sir.

Senator SMITH. What time did you have your supper that night; Sunday night?

Mr. FLEET. What? Tea?

Senator SMITH. Yes.

Mr. FLEET. Five o'clock.

Senator SMITH. In the mess?

Mr. FLEET. In the mess, sir.

Senator SMITH. You were not in the habit of eating your meals in the crow's nest ?

Mr. FLEET. Oh, no, sir.

Senator SMITH. Did you have any other business in the crow's nest, you and your mates, except to keep a sharp lookout ahead ?

Mr. FLEET. No, sir.

Senator SMITH. And that was your business ?

Mr. FLEET. Yes, sir.

Senator SMITH. And has been your business how long ?

Mr. FLEET. For the last four years and a half. I went straight from the *Oceanic* to the *Titanic*.

Senator SMITH. What wages do you receive ?

Mr. FLEET. Five pounds a month, and five shillings lookout money.

Senator SMITH. What is the lookout money for ?

Mr. FLEET. It is what we get from the company. It has nothing to do with the pay. It is just £5 a month, and then 5 shillings for the lookout.

Senator SMITH. That lookout money means for your special service ?

Mr. FLEET. Yes, sir.

Senator SMITH. Is that paid to you at the end of each month ?

Mr. FLEET. Each voyage.

Senator SMITH. Did all of the lookout men on the *Titanic* get the same pay ?

Mr. FLEET. Yes, sir.

Senator SMITH. Are you a married or a single man ?

Mr. FLEET. Single.

Senator SMITH. Tell the committee what you did after you left the crow's nest that night.

Mr. FLEET. I went down below and I found there was nobody down there, and the quartermaster come down and said we were all wanted on the bridge.

Senator SMITH. Did you go up to the bridge ?

Mr. FLEET. I went up on the boat deck.

Senator SMITH. What did they say to you up there ?

Mr. FLEET. I did not see anyone there; I seen them all at the boats, getting them ready and putting them out.

Senator SMITH. The lifeboats ?

Mr. FLEET. Yes, sir.

Senator SMITH. What did you do ?

Mr. FLEET. I helped to get the port boat out.

Senator SMITH. The fourth one ?

Mr. FLEET. The port-side lifeboat. I got No. 6 out.

Senator SMITH. How many of those boats did you help lower ?

Mr. FLEET. I lowered No. 6 to the rail.

Senator SMITH. How many sailors or men of the crew were put into No. 6 ?

Mr. FLEET. There was me and one quartermaster.

Senator SMITH. Yourself and one quartermaster ?

Mr. FLEET. Yes, sir.

Senator SMITH. Was that all of the crew or officers that were in that boat ?

Mr. FLEET. That is all. No officers; just us two.

Senator SMITH. You and the quartermaster ?

Mr. FLEET. Me and Quartermaster Hichens.

Senator SMITH. Did he survive?

Mr. FLEET. Yes, sir; he is staying in New York.

Senator SMITH. After lowering the lifeboat to the boat deck, did he get in first or you?

Mr. FLEET. I was told by Mr. Lightoller to get in the boat and help the women in.

Senator SMITH. You got in by direction of the second officer?

Mr. FLEET. Yes, sir.

Senator SMITH. And helped the women in?

Mr. FLEET. Yes, sir.

Senator SMITH. How many men were in that boat?

Mr. FLEET. Five.

Senator SMITH. Who were they?

Mr. FLEET. Three men passengers and two of the crew.

Senator SMITH. Who were the passengers?

Mr. FLEET. I do not know. There was one steerage and two first.

Senator SMITH. You do not know who they were?

Mr. FLEET. No, sir.

Senator SMITH. Have you ever seen them since?

Mr. FLEET. No, sir.

Senator SMITH. How many women or children were there in the boat?

Mr. FLEET. There was no children. They were all women. I could not tell how many because I did not count them.

Senator SMITH. Was the boat full?

Mr. FLEET. It was full up, but it could have took a few more forward, where I was.

Senator SMITH. How many do you think you had in it all together?

Mr. FLEET. About 30.

Senator SMITH. Was it the regular lifeboat, the large size?

Mr. FLEET. One of the wooden lifeboats.

Senator SMITH. You got about 30 people in there, and then it was lowered to the water?

Mr. FLEET. Yes, sir.

Senator SMITH. And what did you do then?

Mr. FLEET. We got the oars and pulled for the light that was on the port bow.

Senator SMITH. Did you see it?

Mr. FLEET. Yes, sir.

Senator SMITH. What happened there?

Mr. FLEET. We could not get up to it.

Senator SMITH. Why not?

Mr. FLEET. There were only two of us pulling.

Senator SMITH. You could not get up to it?

Mr. FLEET. No, sir.

Senator SMITH. How close could you get to it?

Mr. FLEET. She was getting away off.

Senator SMITH. At that time were there any persons in the water?

Mr. FLEET. No, sir.

Senator SMITH. Did you hear any cries of distress?

Mr. FLEET. No, sir.

Senator SMITH. When you found you could not get up to it, what did you do?



Mr. FLEET. We kept on pulling; that is all.

Senator SMITH. In that direction; away from the boat?

Mr. FLEET. Away from the boat.

Senator SMITH. Away from the *Titanic*?

Mr. FLEET. Yes, sir.

Senator SMITH. Did you keep right on pulling away?

Mr. FLEET. We kept on pulling.

Senator SMITH. And did not stop?

Mr. FLEET. No, sir.

Senator SMITH. Toward what did you pull?

Mr. FLEET. We thought we could get up to this light, but we could not. It seemed to be getting away from us all the time.

Senator SMITH. What light was it?

Mr. FLEET. It was a light on the port bow. She seemed to be abreast of us.

Senator SMITH. Are you now talking of the *Titanic*?

Mr. FLEET. Abreast of the *Titanic*.

Senator SMITH. From the time you started to pull away from the *Titanic's* side, did anyone try to get into your boat?

Mr. FLEET. No, sir.

Senator SMITH. Did anyone try to get out of it?

Mr. FLEET. No, sir.

Senator SMITH. Did anyone step into your boat, man or woman, and then step out of it?

Mr. FLEET. No, sir. There was just one passenger, when we was lowering away, come in the boat.

Senator SMITH. Who was that?

Mr. FLEET. One of the men passengers.

Senator SMITH. Who was it; do you know?

Mr. FLEET. I do not know who he was, sir.

Senator SMITH. When you were lowering away?

Mr. FLEET. Yes, sir.

Senator SMITH. How far had you gotten below the boat deck?

Mr. FLEET. It was not very far; just about the length of the table down. He got over the life lanyard and swung in and come down the fall.

Senator SMITH. You took no other persons aboard this lifeboat from that time?

Mr. FLEET. No, sir.

Senator SMITH. And landed all of your occupants of that boat alongside of the *Carpathia*?

Mr. FLEET. Yes, sir.

Senator SMITH. During the time you were waiting for the *Carpathia*, were you rowing the boat away or lying on your oars?

Mr. FLEET. We pulled until we were clear of the suction of the *Titanic*.

Senator SMITH. Pulled away from the *Titanic*?

Mr. FLEET. Yes, sir.

Senator SMITH. Assuming there would be suction when she went down?

Mr. FLEET. Yes, sir.

Senator SMITH. Was there any?

Mr. FLEET. No, sir; we were too far off.

Senator SMITH. Did you see her go down?

Mr. FLEET. No, sir.

Senator SMITH. Why not?

Mr. FLEET. The lights were out, and we were too far away.

Senator SMITH. You could not see her when she disappeared?

Mr. FLEET. No, sir.

Senator SMITH. Where were you picked up by the *Carpathia*, near the *Titanic*?

Mr. FLEET. When we sighted the lights of the *Carpathia*, we pulled toward her again.

Senator SMITH. And were picked up by her?

Mr. FLEET. Yes, sir; right alongside.

Senator SMITH. After getting alonside the *Carpathia* you did not take your lifeboat back to the scene of the wreck?

Mr. FLEET. No, sir.

Senator SMITH. You got aboard the *Carpathia*?

Mr. FLEET. Yes, sir.

Senator SMITH. Were there lights of any other vessels in sight when you came down from the crow's nest?

Mr. FLEET. There was no lights at all when we was up in the crow's nest. This is after we was down and on the boats; then I seen the light.

Senator SMITH. Where did you see it?

Mr. FLEET. On the port bow. The other lookout reported it.

Senator SMITH. How far ahead?

Mr. FLEET. It was not ahead; it was on the bow, about four points.

Senator SMITH. I am not speaking of that. I wanted to know whether you saw ahead, while you were on the watch, on the lookout, Sunday night, after the collision occurred or before, any lights of any other ship.

Mr. FLEET. No, sir.

Senator SMITH. You saw no lights at all?

Mr. FLEET. No, sir.

Senator SMITH. Did you see any rockets fired from the deck of the *Titanic*?

Mr. FLEET. Yes, sir; when we were in the boat and when we were on the deck before I went in the boat.

Senator SMITH. But you saw no lights ahead that indicated the presence of another vessel?

Mr. FLEET. No, sir.

Senator SMITH. Or while you were in the crow's nest?

Mr. FLEET. No, sir.

Senator SMITH. Nor any other object except the one you have described?

Mr. FLEET. No, sir.

Senator SMITH. Did you see any other icebergs, field ice, or growlers while you were in the crow's nest Sunday or Sunday night?

Mr. FLEET. Only the one I reported right ahead.

Senator SMITH. Only that one?

Mr. FLEET. That is all.

Senator SMITH. I think that is all at this time, and if I want you again I will send you word. Will you just remain subject to the committee's call?

Mr. FLEET. Yes, sir.

Senator NEWLANDS. I want to ask just one question. Can you see with glasses at night as well as during the day?

Mr. FLEET. Yes, sir.

Senator SMITH. What color were the lights toward which you were pulling when you were on the lifeboat?

Mr. FLEET. A bright light.

Senator SMITH. White——

Mr. FLEET (interrupting). White; yes.

Senator SMITH. White, green, or what?

Mr. FLEET. A white light.

Senator SMITH. How many were there?

Mr. FLEET. One.

Senator SMITH. I wish you would return at half past 3, Mr. Fleet, and I would like also to have Maj. Peuchen present at 3.30 as well.

We will take a recess at this time until half past 3.

Thereupon, at 2.25 p. m., the committee took a recess until 3.30 p. m.

---

AFTERNOON SESSION.

The subcommittee reconvened at 3.55 o'clock p. m., Senator William Alden Smith (chairman), presiding.

Senator SMITH. Mr. Fleet, I will not have you resume the stand immediately. I want to put Maj. Peuchen on.

**TESTIMONY OF MAJ. ARTHUR G. PEUCHEN.**

The witness was sworn by the chairman.

Senator SMITH. Will you kindly give the reporter your full name?

Maj. PEUCHEN. Arthur Godfrey Peuchen.

Senator SMITH. Where do you reside?

Maj. PEUCHEN. Toronto, Canada.

Senator SMITH. How old are you?

Maj. PEUCHEN. Fifty-three.

Senator SMITH. What is your business?

Maj. PEUCHEN. Manufacturer of chemicals.

Senator SMITH. Do you hold any official rank in the military or civic affairs of Great Britain?

Maj. PEUCHEN. I am a major in the Canadian militia.

Senator SMITH. Were you aboard the vessel *Titanic* when it sailed from Southampton?

Maj. PEUCHEN. I was.

Senator SMITH. When did you board the vessel?

Maj. PEUCHEN. Twenty minutes before sailing, I should say; half an hour.

Senator SMITH. What time did she sail?

Maj. PEUCHEN. I think a little after 12; a little after noon.

Senator SMITH. What day of the week?

Maj. PEUCHEN. On Wednesday, the 10th.

Senator SMITH. Of April?

Maj. PEUCHEN. Yes, sir.

Senator SMITH. Did you make the trip from Belfast Lough to Southampton?

Maj. PEUCHEN. No; oh, no.

Senator SMITH. Had you ever seen this ship before?

Maj. PEUCHEN. Never.

Senator SMITH. Were you accompanied by anyone?

Maj. PEUCHEN. Yes; several gentlemen friends.

Senator SMITH. Who?

Maj. PEUCHEN. Mr. Markleham Molson, a codirector of mine, was my personal friend on the trip; Mr. Allison and Mrs. Allison.

Senator SMITH. Where were they from?

Maj. PEUCHEN. Montreal.

Senator SMITH. All were Canadians?

Maj. PEUCHEN. Canadians; yes, sir.

Senator SMITH. Did your friends survive?

Maj. PEUCHEN. No; they were all lost.

Senator SMITH. Where were you located on the vessel? Where were your quarters and where were your friends located?

Maj. PEUCHEN. I was located on C deck, stateroom 104, and they were located on A deck, I think A-2. I forget Mr. Allison's number, but most of my friends were on A deck.

Senator SMITH. That was the deck just above yours?

Maj. PEUCHEN. No, sir; two above.

Senator SMITH. Two above; yes. And A deck was just below the boat deck?

Maj. PEUCHEN. Just below.

Senator SMITH. The upper deck?

Maj. PEUCHEN. Just below the bridge, I should think; just below the upper deck. I guess you are right, sir.

Senator SMITH. Do you know any of the passengers that were on C deck?

Maj. PEUCHEN. No, I can not say that I do.

Senator SMITH. Do you know any other passengers on A deck than those you have named?

Maj. PEUCHEN. Yes, several.

Senator SMITH. Who?

Maj. PEUCHEN. Mr. Hugo Ross.

Senator SMITH. Give his address, if you can.

Maj. PEUCHEN. Mr. Hugo Ross, of Winnipeg; Mr. Beatty, of Winnipeg; Mr. McCaffrey, of Vancouver.

Senator SMITH. Where were they located?

Maj. PEUCHEN. On A deck.

Senator SMITH. Do you know the rooms?

Maj. PEUCHEN. Mr. Hugo Ross, who was my friend, I think was in A-12, and the others were in A-8, and numbers similar to that close by.

Senator SMITH. Did they survive?

Maj. PEUCHEN. No.

Senator SMITH. Did you know any other passengers on the *Titanic* on this voyage from Southampton or from Queenstown?

Maj. PEUCHEN. Mr. Charles M. Hays, of Montreal.

Senator SMITH. Who was he?

Maj. PEUCHEN. He is the president and general manager of the Grand Trunk Railroad. Mr. Davidson, his son-in-law, of Montreal; Mr. Fortune and his son, of Winnipeg.

Senator SMITH. Do you know where they were located on the ship?

Maj. PEUCHEN. No; I do not, sir.

Senator SMITH. Did you see them aboard ship?

Maj. PEUCHEN. Yes; talked to them all.

Senator SMITH. Do you know whether they survived?

Maj. PEUCHEN. No, sir; they were all lost, sir.

Senator SMITH. If I understood you correctly, you do not know on which deck Mr. Hays or the other persons referred to were?

Maj. PEUCHEN. No; outside of I know where Mr. Beatty and Mr. McCaffery were.

Senator SMITH. Where were they?

Maj. PEUCHEN. They were in A, as I have already described. The others, I did not know where they were.

Senator SMITH. Did you know any other passengers?

Maj. PEUCHEN. Oh, I met a number of other passengers.

Senator SMITH. Who?

Maj. PEUCHEN. I met Mrs. Gibson and Miss Gibson, of New York, and Mr. Foreman, of New York. These people I did not know as well. The others I knew before coming on the boat.

Senator SMITH. If you can recall the names of any others you met, I wish you would do so.

Maj. PEUCHEN. I met a number that were saved, afterwards on the *Carpathia*—on the other boat.

Senator SMITH. Did you meet aboard ship any of the others who were lost?

Maj. PEUCHEN. I do not think I met many more. Outside of my own circle of friends, which were about 10—we were only three days out—I do not remember meeting very many more. I talked to a number, but not to meet them.

Senator SMITH. Do you recall having seen a list of the passengers?

Maj. PEUCHEN. Yes, sir.

Senator SMITH. After you sailed from Southampton?

Maj. PEUCHEN. Yes; I looked over the list.

Senator SMITH. Did you retain the list?

Maj. PEUCHEN. No, sir; I did not. There were only about one or two retained by the survivors.

Senator SMITH. Do you know who has one?

Maj. PEUCHEN. I saw them copying one in the smoking room of the *Carpathia*; only one, I think.

Senator SMITH. Who had it?

Maj. PEUCHEN. I do not remember. It was a young man, a fair young man, who was in the smoking room.

Senator SMITH. You do not remember his name?

Maj. PEUCHEN. I do not remember; no, sir.

Senator SMITH. Have you seen him since?

Maj. PEUCHEN. No, sir; not since leaving the boat.

Senator SMITH. Did this list of passengers show the location of the passengers on the boat?

Maj. PEUCHEN. No; only the names.

Senator SMITH. Just the names?

Maj. PEUCHEN. Yes.

Senator SMITH. Were they taken in alphabetical order?

Maj. PEUCHEN. Yes; in alphabetical order.

Senator SMITH. Did you ask this person on the *Carpathia* to let you have a list of them?

Maj. PEUCHEN. No; I did not sir. Several were making copies of them.

Senator SMITH. Major, I wish you would tell the committee in your own way, beginning from the time you boarded the ship, the *Titanic*, at Southampton, the condition of the weather on the voyage; whether or not any accident occurred before the collision where the boat was lost; whether there was any fire aboard the ship between Southampton and the place of the catastrophe; whether you saw any drill of officers or men; and as nearly as you can, in your own way, what took place from the time the *Titanic* sailed. You may proceed in your own way and take your own time, and you will not be interrupted until you finish.

Maj. PEUCHEN. The day was a fine day. Shortly after leaving our pier our wash or suction caused some trouble at the head of the pier that we were going around, at which there were two or three boats of the same company as our boat. There was considerable excitement on those boats on account of the snapping of their mooring lines, but there was no excitement on ours, the *Titanic*. There was also excitement on the wharves when the larger ship commenced to snap one or two of her moorings. But I do not think there was any accident.

The smaller boat, I think, was the *New York*. She drifted away, not being under steam and having no control of herself. The result was that she was helpless. At first she drifted to our stern, and then afterwards she drifted along and got very near our bows. I think we stopped our boat and we were simply standing still. They got a tug or two to take hold of the *New York* and they moved her out of harm's way. I should think we were delayed probably three-quarters of an hour by this trouble. Then we moved out of the harbor.

The weather up to the time of Sunday was pleasant. There was very little wind; it was quite calm. Everything seemed to be running very smoothly on the steamer, and there was nothing that occurred. There was no mention of fire in any way. In fact, it was a very pleasant voyage up to Sunday evening. We were all pleased with the way the new steamer was progressing, and we had hopes of arriving in New York quite early on Wednesday morning.

Do you wish me to go on further?

Senator SMITH. Go right along. I wish you to complete your statement, in your own way, up to the time you went on board the *Carpathia*.

Maj. PEUCHEN. It would be a rather long story.

Senator SMITH. Well, I want it in the record, Major.

Maj. PEUCHEN. Sunday evening I dined with my friends. Markleham Molson, Mr. Allison, and Mrs. Allison; and their daughter was there for a short time. The dinner was an exceptionally good dinner. It seemed to be a better bill of fare than usual, although they are all good. After dinner my friends and I went to the sitting-out room and had some coffee. I left the friends I had dined with about 9 o'clock, I think, or a little later. I then went up to the smoking room and joined Mr. Beatty, Mr. McCaffery, and another English gentleman who was going to Canada. We sat chatting and smoking there until probably 20 minutes after 11, or it may have been a little later than that. I then bid them good night and went to my room. I probably stopped, going down, but I had only reached my room and



was starting to undress when I felt as though a heavy wave had struck our ship. She quivered under it somewhat. If there had been a sea running I would simply have thought it was an unusual wave which had struck the boat; but knowing that it was a calm night and that it was an unusual thing to occur on a calm night, I immediately put my overcoat on and went up on deck. As I started to go through the grand stairway I met a friend, who said, “Why, we have struck an iceberg.”

Senator SMITH. Give his name, if you can.

Maj. PEUCHEN. I can not remember his name. He was simply a casual acquaintance I had met. He said, “If you will go up on the upper deck,” or “If you will go up on A deck, you will see the ice on the fore part of the ship.” So I did so. I went up there. I suppose the ice had fallen inside the rail, probably 4 to 4½ feet. It looked like shell ice, soft ice. But you could see it quite plainly along the bow of the boat. I stood on deck for a few minutes, talking to other friends, and then I went to see my friend, Mr. Hugo Ross, to tell him that it was not serious; that we had only struck an iceberg. I also called on Mr. Molson at his room, but he was out. I afterwards saw Mr. Molson on deck and we chatted over the matter, and I suppose 15 minutes after that I met Mr. Hays, his son-in-law, and I said to him, “Mr. Hays, have you seen the ice?” He said, “No.” I said, “If you care to see it I will take you up on the deck and show it to you.” So we proceeded from probably C deck to A deck and along forward, and I showed Mr. Hays the ice forward. I happened to look and noticed the boat was listing, probably half an hour after my first visit to the upper deck. I said to Mr. Hays, “Why, she is listing; she should not do that, the water is perfectly calm, and the boat has stopped.” I felt that looked rather serious. He said, “Oh, I don’t know; you can not sink this boat.” He had a good deal of confidence. He said, “No matter what we have struck, she is good for 8 or 10 hours.”

I hardly got back in the grand staircase—I probably waited around there 10 minutes more—when I saw the ladies and gentlemen all coming in off of the deck looking very serious, and I caught up to Mr. Beatty, and I said, “What is the matter?” He said, “Why the order is for life belts and boats.” I could not believe it at first, it seemed so sudden. I said, “Will you tell Mr. Ross?”

He said, “Yes; I will go and see Mr. Ross.” I then went to my cabin and changed as quickly as I could from evening dress to heavy clothes. As soon as I got my overcoat on I got my life preserver and I came out of my cabin.

In the hallway I met a great many people, ladies and gentlemen, with their life belts on, and the ladies were crying, principally, most of them. It was a very serious sight, and I commenced to realize how serious matters were. I then proceeded up to the boat deck, and I saw that they had cleared away——

Senator SMITH (interposing). Pardon me one moment. Were you still on C deck?

Major PEUCHEN. I was on C deck when I came out and saw the people standing in the corridor near the grand stairway. I then proceeded upstairs to the boat deck, which is the deck above A.

I saw the boats were all ready for action; that is, the covers had been taken off of them, and the ropes cleared, ready to lower. This



was on the port side. I was standing near by the second officer, and the captain was standing there as well, at that time. The captain said—I do not know whether it was the captain or the second officer said—“We will have to get these masts out of these boats, and also the sail.” He said, “You might give us a hand,” and I jumped in the boat, and we got a knife and cut the lashings of the mast, which is a very heavy mast, and also the sail, and moved it out of the boat, saying it would not be required. Then there was a cry, as soon as that part was done, that they were ready to put the women in; so the women came forward one by one. A great many women came with their husbands.

Senator SMITH. Just a second, before you come to that. What number boat did you get into?

Maj. PEUCHEN. I got into—I think it was—the first large boat forward on the port side, and I imagine, from the way they number those boats, the emergency boat is 2, and the first large one is 4, and the next one is 6. I am not sure about that.

Senator SMITH. Beginning to count from the forward end?

Maj. PEUCHEN. From the forward end; from the bow.

Senator SMITH. On the port side?

Maj. PEUCHEN. On the port side. This was the largest lifeboat—the first large lifeboat toward the bow on the port side. They would only allow women in that boat, and the men had to stand back.

Senator SMITH. Was there any order to that effect given?

Maj. PEUCHEN. That was the order. The second officer stood there and he carried out that to the limit. He allowed no men except the sailors, who were manning the boat, but there were no passengers that I saw got into that boat.

Senator SMITH. How many sailors?

Maj. PEUCHEN. I am not sure, but I imagine there were about four. As far as my memory serves me, there were about four. I was busy helping and assisting to get the ladies in. After a reasonable complement of ladies had got aboard, she was lowered, but I did not see one single passenger get in that first boat.

Senator FLETCHER. You mean male passenger.

Maj. PEUCHEN. Yes; male passenger.

Senator SMITH. Did you see any attempt to get in?

Maj. PEUCHEN. No; I never saw such order. It was perfect order. The discipline was splendid. The officers were carrying out their duty and I think the passengers behaved splendidly. I did not see a cowardly act by any man.

Senator SMITH. Was the boat safely lowered?

Maj. PEUCHEN. The boat was loaded, but I think they could have taken more in this boat. They took, however, all the ladies that offered to get in at that point.

Senator SMITH. Was the boat safely lowered?

Maj. PEUCHEN. Oh, very; the boat was safely lowered.

Senator SMITH. Who was in it that you know of?

Maj. PEUCHEN. I should say about—I do not know—I imagine about 26 or 27. There was room for more.

Then, as soon as that boat was lowered, we turned our attention to the next.

I might say I was rather surprised that the sailors were not at their stations, as I have seen fire drill very often on steamers where they all stand at attention, so many men at the bow and stern of these lifeboats. They seemed to be short of sailors around the lifeboats that were being lowered at this particular point. I do not know what was taking place in other parts of the steamer.

There was one act, sir, I would like to mention a little ahead of my story. When I came on deck first, on this upper deck, there were, it seems to me, about 100 stokers came up with their dunnage bags, and they seemed to crowd this whole deck in front of the boats. One of the officers—I do not know which one, but a very powerful one—came along and drove these men right off that deck. It was a splendid act.

Senator SMITH. Off the boat deck?

Maj. PEUCHEN. Off the boat deck. He drove them, every man, like a lot of sheep, right off the deck.

Senator SMITH. Where did they go?

Maj. PEUCHEN. I do not know. He drove them right ahead of him, and they disappeared. I do not know where they went, but it was a splendid act. They did not put up any resistance. I admired him for it.

I had finished with the lowering of the first boat from the port side. We then proceeded to boat No. 2 or No. 4 or No. 6; I do not know which it is called.

Senator SMITH. You had stepped into the boat to assist in lowering it?

Maj. PEUCHEN. Yes; and then got out of it again.

Senator SMITH. And you stepped out of it?

Maj. PEUCHEN. I only got into the boat to assist in taking out the mast and the sail.

Senator SMITH. I understand. Then you got out again?

Maj. PEUCHEN. Then I got out again, and I assisted in putting the ladies into the boat. We then went to the next boat and we did the same thing—got the mast and the sail out of that. There was a quartermaster in the boat, and one sailor, and we commenced to put the ladies in that boat. After that boat had got a full complement of ladies, there were no more ladies to get in, or if there were any other ladies to get in they did not wish to do so, because we were calling out for them—that is, speaking of the port side—but some would not leave their husbands.

Senator SMITH. Do you know who they were?

Maj. PEUCHEN. I only saw one or two stand by who would not get in. Whether they afterwards left them I can not say, but I saw one or two women refuse to get in on that account.

Senator SMITH. Did you see any woman get in and then get out because her husband was not with her?

Maj. PEUCHEN. No, I do not think I did. I saw one lady where they had to sort of pull her away from her husband, he insisting upon her going to the boat and she did not want to go.

This boat was then lowered down, and when it got——

Senator SMITH (interposing). Pardon me a moment. How many were put into this second boat?

Maj. PEUCHEN. I did not know at the time of the lowering, but as I happened to be a passenger later on, they were counted and there were exactly 20 women, 1 quartermaster, 1 sailor, and 1 stowaway that made his appearance after we had been out about an hour.

Senator SMITH. Twenty-three all together?

Maj. PEUCHEN. Twenty-three all together; before I was a passenger.

After that the boat was lowered down some distance, I should imagine probably parallel with C deck, when the quartermaster called up to the officer and said, "I can not manage this boat with only one seaman."

Senator SMITH. Where was this call from?

Maj. PEUCHEN. As the boat was going down, I should think about the third deck. So he made this call for assistance, and the second officer leaned over and saw he was quite right in his statement, that he had only one man in the boat, so they said, "We will have to have some more seamen here," and I did not think they were just at hand, or they may have been getting the next boat ready. However, I was standing by the officer, and I said, "Can I be of any assistance? I am a yachtsman, and can handle a boat with an average man." He said, "Why, yes. I will order you to the boat in preference to a sailor."

Senator SMITH. Pardon me right there. Who was this man then in the boat?

Maj. PEUCHEN. He was one of the quartermasters. The captain was standing still by him at that time, and I think, although the officer ordered me to the boat, the captain said, "You had better go down below and break a window and get in through a window, into the boat."

Senator SMITH. The captain said that?

Maj. PEUCHEN. Yes. That was his suggestion; and I said I did not think it was feasible, and I said I could get in the boat if I could get hold of a rope. However, we got hold of a loose rope in some way that was hanging from the davit, near the block anyway, and by getting hold of this I swung myself off the ship, and lowered myself into the boat.

Senator SMITH. How far did you have to swing yourself?

Maj. PEUCHEN. The danger was jumping off from the boat. It was not after I got a straight line; it was very easy lowering. But I imagine it was opposite the C deck at the time. On getting into the boat I went aft in the lifeboat, and said to the quartermaster, "What do you want me to do?" He said, "Get down and put that plug in," and I made a dive down for the plug, and the ladies were all sitting pretty well aft, and I could not see at all. It was dark down there. I felt with my hands, and I said it would be better for him to do it and me do his work, and I said, "Now, you get down and put in the plug, and I will undo the shackles," that is, take the blocks off. So he dropped the blocks, and he got down, and he came rushing back to assist me, and he said, "Hurry up." He said "This boat is going to founder." I thought he meant our lifeboat was going to founder. I thought he had had some difficulty in finding the plug, or he had not gotten it in properly. But he meant the large boat was going to founder, and that we were to hurry up and get away from it. So we got the rudder in, and he told me to go forward and take an oar. I went forward and got an oar on the port side of the lifeboat; the

sailor was on my left, on the starboard side. But we were just opposite each other in rowing.

Senator SMITH. Who was the sailor?

Maj. PEUCHEN. He was the man who gave evidence just before me.

Senator SMITH. Mr. Fleet, from the lookout.

Maj. PEUCHEN. From the lookout, yes; sitting next to me on my left. He told us to row as hard as possible away from the suction. Just as we got rowing out part of the way, this stowaway, an Italian——

Senator SMITH. Pardon me. Did the officer say to row away, so as to get away from the suction?

Maj. PEUCHEN. The quartermaster who was in charge of our boat told us to row as hard as we could to get away from this suction, and just as we got a short distance away this stowaway made his appearance. He was an Italian by birth, I should think, who had a broken wrist or arm, and he was of no use to us to row. He got an oar out, but he could not do much, so we got him to take the oar in.

Senator SMITH. Where did he make his appearance from, Major?

Maj. PEUCHEN. Underneath; I think he was stowed away underneath. I should imagine if there was any room for him to get underneath the bow of the boat he would be there. I imagine that was where he came from. He was not visible when looking at the boat. There were only two men when she was lowered.

Senator SMITH. Would you know him if you should see him?

Maj. PEUCHEN. No, it was dark. At daylight I was rowing very hard—in the morning—and I did not notice. As we rowed, pulled away from the *Titanic*, there was an officer's call of some kind. We stopped rowing.

Senator SMITH. A whistle?

Maj. PEUCHEN. A sort of a whistle. Anyway, the quartermaster told us to stop rowing so he could hear it, and this was a call to come back to the boat. So we all thought we ought to go back to the boat. It was a call. But the quartermaster said, “No, we are not going back to the boat.” He said, “It is our lives now, not theirs,” and he insisted upon our rowing farther away.

Senator SMITH. Who made the rebellion against it?

Maj. PEUCHEN. I think the rebellion was made by some of the married women that were leaving their husbands.

Senator SMITH. And did you join in that?

Maj. PEUCHEN. I did not say anything. I knew I was perfectly powerless. He was at the rudder. He was a very talkative man. He had been swearing a good deal, and was very disagreeable. I had had one row with him. I asked him to come and row, to assist us in rowing, and let some woman steer the boat, as it was a perfectly calm night. It did not require any skill for steering. The stars were out. He refused to do it, and he told me he was in command of that boat, and I was to row.

Senator SMITH. Did he remain at the tiller?

Maj. PEUCHEN. He remained at the tiller, and if we wanted to go back while he was in possession of the tiller, I do not think we could have done so. The women were in between the quartermaster and myself and the other seaman. The night was cold and we kept rowing on. Then he imagined he saw a light. I have done a good deal of yachting in my life, I have owned a yacht for six years and

have been out on the Lakes, and I could not see these lights. I saw a reflection. He thought it was a boat of some kind. He thought probably it might be a buoy out there of some kind, and he called out to the next boat, which was within hearing, asking if he knew if there was any buoy around there. This struck me as being perfectly absurd, and showed me the man did not know anything about navigating, expecting to see a buoy in the middle of the Atlantic. However, he insisted upon us rowing. We kept on rowing toward this imaginary light and, after a while, after we had gone a long distance—I am ahead of my story. We commenced to hear signs of the breaking up of the boat.

Senator SMITH. Of the *Titanic*?

Maj. PEUCHEN. Of the *Titanic*. At first I kept my eyes watching the lights, as long as possible.

Senator SMITH. From your position in the boat, did you face it?

Maj. PEUCHEN. I was facing it at this time. I was rowing this way [indicating], and afterwards I changed to the other way. We heard a sort of a call for help after this whistle I described a few minutes ago. This was the officer calling us back. We heard a sort of a rumbling sound and the lights were still on at the rumbling sound, as far as my memory serves me; then a sort of an explosion, then another. It seemed to be one, two, or three rumbling sounds, then the lights went out. Then the dreadful calls and cries.

Senator SMITH. For help?

Maj. PEUCHEN. We could not distinguish the exact cry for assistance; moaning and crying; frightful. It affected all the women in our boat whose husbands were among these; and this went on for some time, gradually getting fainter, fainter. At first it was horrible to listen to.

Senator SMITH. How far was it away?

Mr. PEUCHEN. I think we must have been five-eighths of a mile, I should imagine, when this took place. It was very hard to guess the distance. There were only two of us rowing a very heavy boat with a good many people in it, and I do not think we covered very much ground.

Senator SMITH. While these cries of distress were going on, did anyone in the boat urge the quartermaster to return?

Maj. PEUCHEN. Yes; some of the women did. But, as I said before, I had had a row with him, and I said to the women, “It is no use you arguing with that man, at all. It is best not to discuss matters with him.” He said it was no use going back there, there was only a lot of stiffs there, later on, which was very unkind, and the women resented it very much. I do not think he was qualified to be a quartermaster.

Senator SMITH. As a matter of fact, you did not return to the boat?

Maj. PEUCHEN. We did not return to the boat.

Senator SMITH. After you left its side?

Maj. PEUCHEN. No.

Senator SMITH. And when the boat went down, were you looking toward it?

Maj. PEUCHEN. I was looking toward the boat; yes.

Senator SMITH. Did you see it?



Maj. PEUCHEN. I saw it when the lights went out. You could not tell very much after the lights went out.

Senator SMITH. You were not close enough to recognize anyone aboard?

Maj. PEUCHEN. Oh, no.

Senator SMITH. Could you see the outlines of the people on the deck?

Maj. PEUCHEN. No; you could not. I could only see the outline of the boat, you might say.

Senator SMITH. Do you know how she went down?

Maj. PEUCHEN. While the lights were burning, I saw her bow pointing down and the stern up; not in a perpendicular position, but considerable.

Senator SMITH. About what angle?

Maj. PEUCHEN. I should think an angle of not as much as 45°.

Senator SMITH. From what you saw, do you think the boat was intact, or had it broken in two?

Maj. PEUCHEN. It was intact at that time. I feel sure that an explosion had taken place in the boat, because in passing the wreck the next morning—we steamed past it—I just happened to think of this, which may be of some assistance to this inquiry—I was standing forward, looking to see if I could see any dead bodies, or any of my friends, and to my surprise I saw the barber's pole floating. The barber's pole was on the C deck, my recollection is—the barber shop—and that must have been a tremendous explosion to allow this pole to have broken from its fastenings and drift with the wood.

Senator SMITH. Did you hear the explosions?

Maj. PEUCHEN. Yes, sir; I heard the explosions.

Senator SMITH. How loud were they?

Maj. PEUCHEN. Oh, a sort of a rumbling sound. It was not a sharp sound—more of a rumbling kind of a sound, but still sharp at the same time. It would not be as loud as a clap of thunder, or anything that way, or like a boiler explosion, I should not think.

Senator SMITH. Were these explosions evidently from under the water?

Maj. PEUCHEN. I should think they were from above. I imagined that the decks had blown up with the pressure, pulling the boat down, bow on, this heavy weight, and the air between the decks; that is my theory of the explosion. I do not know whether it is correct or not, but I do not think it was the boilers. I think it was the pressure, that heavy weight shoving that down, the water rushing up, and the air coming between the decks; something had to go.

Senator SMITH. How many explosions did you hear?

Maj. PEUCHEN. I am not absolutely certain of this, because there was a good deal of excitement at the time, but I imagine there were three, one following the other very quickly.

Senator SMITH. Did you see the captain after he told you to go below and get through the window into the lifeboat?

Maj. PEUCHEN. No; I never saw him after that.

Senator SMITH. From what you saw of the captain, was he alert and watchful?

Maj. PEUCHEN. He was doing everything in his power to get women in these boats, and to see that they were lowered properly. I

thought he was doing his duty in regard to the lowering of the boats, sir.

Senator SMITH. Did you see the officer of the watch that night?

Maj. PEUCHEN. Whom do you mean? I hardly know what you mean?

Senator SMITH. Who was the officer with you on your side of the boat?

Maj. PEUCHEN. The second officer.

Senator SMITH. Mr. Lightoller?

Maj. PEUCHEN. Yes, sir.

Senator SMITH. Had you seen the captain before that night?

Maj. PEUCHEN. I passed him in one of the companionways some place, just about dinner time.

Senator SMITH. What time?

Maj. PEUCHEN. I can not be very certain as to the hour; around 7 o'clock, I imagine. I generally come out to dress about 7 o'clock.

Senator SMITH. What time did you dine that night?

Maj. PEUCHEN. I dined a little after 7; I think it was a quarter after.

Senator SMITH. In the main dining room?

Maj. PEUCHEN. In the main dining room; yes.

Senator SMITH. Did the captain dine in that room?

Maj. PEUCHEN. I do not think so. I think he dined in the other — in the restaurant.

Senator SMITH. But you did not see him?

Maj. PEUCHEN. I did not see him dining.

Senator SMITH. I wish you would say whether or not these lifeboats were equipped with food and water and lights.

Maj. PEUCHEN. As far as I could tell, our boat was equipped with everything in that respect. I heard some talk that there was not proper food in some of the boats, and when I was on the *Carpathia* I made it my business to go down and look at one or two, and I found hard-tack in this sealed box.

Senator SMITH. In both of them?

Maj. PEUCHEN. On the boat. I did not go all around the fleet.

Senator SMITH. You say you looked at one or two?

Maj. PEUCHEN. One or two.

Senator SMITH. Did you find provisions and water in both?

Maj. PEUCHEN. I did not examine the kegs, but I was assured by the sailors there was water in them.

Senator SMITH. Did you see lights in them?

Maj. PEUCHEN. We had lights in our boat, but some of the other boats did not. I know there was a boat that hung near us that had not lights. Whether it was on account of not being able to light their lights I do not know.

Senator SMITH. You say there were 36 or 37 people in your boat?

Maj. PEUCHEN. No, sir.

Senator SMITH. In the first boat that was lowered?

Maj. PEUCHEN. No; I said I thought about 26 or 27.

Senator SMITH. In the first one?

Maj. PEUCHEN. Yes; I think so.

Senator SMITH. And 23 in the second boat before you got in?

Maj. PEUCHEN. Including the stowaway there would be 23. I made the twenty-fourth.



Senator SMITH. Twenty women?

Maj. PEUCHEN. Twenty women, yes; the quartermaster, one seaman, the stowaway, and then when I got in there were 24.

Senator SMITH. Any children?

Maj. PEUCHEN. No; I do not think we had any children. Later on we tied up to another boat, toward morning, for a very short time—I think for about 15 minutes.

Senator SMITH. What boat was that?

Maj. PEUCHEN. I do not know. Our quartermaster did not know the number of our boat. I do not know the other. I know they called out and asked the number of our boat and our quartermaster did not know which it was.

Senator SMITH. Did you hear the testimony given this morning by the third officer?

Maj. PEUCHEN. I heard part of it, sir. I was out in the hall while he was giving some of it.

Senator SMITH. Did you hear him say that a lifeboat was attached to his lifeboat for a while?

Maj. PEUCHEN. Yes; but, then, let me see; did he not say he took some people off of that boat?

Senator SMITH. I was going to come to that.

Maj. PEUCHEN. No; that was not our boat.

Senator SMITH. He said he took three people out of his lifeboat.

Maj. PEUCHEN. And put them into the one attached.

Senator FLETCHER. On the starboard side of No. 7.

Senator SMITH. That was not done in your boat?

Maj. PEUCHEN. No. The only thing that occurred with the boat we were tied up with was, we asked how many men they had in their boat, and this quartermaster said he had about seven sailors, or something like that—six or seven. Then we said, “Surely you can spare us one man, if you have so many,” and we got a fireman.

Senator SMITH. You got a fireman?

Maj. PEUCHEN. One more man out of that boat.

Senator SMITH. They transferred one more man to you?

Maj. PEUCHEN. Yes; one more man.

Senator SMITH. What did he do?

Maj. PEUCHEN. He assisted in rowing on the starboard side of the lifeboat, and I rowed on the port side.

Senator SMITH. Did any of the women help with the oars?

Maj. PEUCHEN. Yes; they did, very pluckily, too. We got the oars. Before this occurred we got a couple of women rowing aft, on the starboard side of our boat, and I got two women to assist on our side; but of course the woman with me got sick with the heavy work, and she had to give it up. But I believe the others kept on rowing quite pluckily for a considerable time.

Senator SMITH. Do you know who these women were at the oars?

Maj. PEUCHEN. I know one of them.

Senator SMITH. Give the name.

Maj. PEUCHEN. If you will excuse me, I will have to look it up. [Referring to memorandum.] Miss M. E. A. Norton, Apsley Villa, Horn Lane, Acton, London.

Senator SMITH. Is that the only one of the women who handled the oars that you know by name?

Maj. PEUCHEN. No; I think there is another.

Senator SMITH. The other two women who handled the oars you do not know?

Maj. PEUCHEN. I do not know their names.

Senator SMITH. Do you know any other passengers on your lifeboat?

Maj. PEUCHEN. There are several who put their names on the back of that card [indicating].

Senator SMITH. Can you read them?

Maj. PEUCHEN. Mrs. Walter Clark, 2155 West Adams Street, Los Angeles, Cal.; Miss E. Bowerman, Thorncliff, St. Leonards-on-Sea, England; Mrs. Lucien P. Smith, Huntington, W. Va.; Mrs. Martin Rothschild, 753 West End Avenue, New York; Mrs. Tyrell Cavenish, Driftwood, Monmouth; Mrs. Edgar J. Mayer, 158 West Eighty-sixth Street, New York; Mrs. Walter Douglas, Deepshaven, Mass.; Mrs. G. G. Brown, Denver.

Senator SMITH. Major, at any time between leaving the side of the *Titanic* and reaching the *Carpathia*, did Mrs. Douglas hold the tiller?

Maj. PEUCHEN. In our lifeboat?

Senator SMITH. Yes.

Maj. PEUCHEN. I think the quartermaster was at the tiller all the time, with the exception probably of a couple of minutes. I know he asked one of the ladies for some brandy, and he also asked for one of her wraps, which he got.

Senator SMITH. The officer did?

Maj. PEUCHEN. The quartermaster, not the officer.

Senator SMITH. Do you know Mrs. Douglas?

Maj. PEUCHEN. Mrs. Walter Douglas?

Senator SMITH. Yes.

Maj. PEUCHEN. Yes.

Senator SMITH. Was her husband lost?

Maj. PEUCHEN. Yes, sir.

Senator SMITH. On what deck were you when you had this conversation with Mr. Charles M. Hays?

Maj. PEUCHEN. I was on C deck, on the deck which is one deck above the dining saloon. I walked out and took him out to A deck.

Senator SMITH. You say when the impact occurred, the ship shuddered?

Maj. PEUCHEN. When the impact occurred, describing it I would say it would be like a wave striking it, a very heavy wave.

Senator SMITH. How soon after that did the boat begin to list?

Maj. PEUCHEN. I should think about 25 minutes afterwards.

Senator SMITH. So far as you could observe, did the passengers have on life belts?

Maj. PEUCHEN. They had.

Senator SMITH. Before you left the boat, so you can say from your own knowledge they had them on?

Maj. PEUCHEN. I say if they had not them on, I think they could have gotten them all right. I did not hear of any shortage of life preservers, or of any complaints, rather.

Senator SMITH. Did you have any light on your lifeboat?

Maj. PEUCHEN. Yes; we did.

Senator SMITH. What was the color?

Maj. PEUCHEN. Just an ordinary white light.

Senator SMITH. Not a green light?

Maj. PEUCHEN. No.

Senator SMITH. But a white light?

Maj. PEUCHEN. Yes.

Senator SMITH. Did you see other lights on lifeboats?

Maj. PEUCHEN. Yes. We could see those different lifeboats that had lights. They were all over. They were not all staying together at all. Some of them were going east, west, north, and south, it seemed to me, but there was one boat that had a sort of an electric light, and one a sort of a bluish light, as well, which we thought at first was a steamer or something.

Senator SMITH. I believe you said you have had considerable experience as a mariner?

Maj. PEUCHEN. Yes, sir.

Senator SMITH. Can you say whether the *Titanic* listed to the starboard or port side?

Maj. PEUCHEN. She listed to the starboard side; the side she was struck on.

Senator SMITH. Did she go down by the bow or by the head?

Maj. PEUCHEN. Eventually, you mean?

Senator SMITH. Yes.

Maj. PEUCHEN. She was down by the bow. You mean the head by the bow, do you not?

Senator SMITH. Exactly.

Maj. PEUCHEN. It is the same thing.

Senator SMITH. No; not exactly the same thing. Where was this impact on the bow of the ship?

Maj. PEUCHEN. It was aft of the bow about 40 feet, I should imagine, on the starboard side—about 40 or 50 feet, I should imagine—from where the ice started to come off the iceberg.

Senator SMITH. You say you saw some ice on the deck?

Maj. PEUCHEN. Yes, sir.

Senator SMITH. Do you know of anyone being injured by ice on the deck?

Maj. PEUCHEN. No; but I know a great many of the passengers were made afraid by this iceberg passing their portholes. The ship shoved past this ice, and a great many of them told me afterwards they could not understand this thing moving past them—those that were awakened at the time. In fact, it left ice on some of the portholes, they told me.

Senator SMITH. Do you know of your own knowledge whether any alarm was sounded to arouse the passengers from their rooms after the impact?

Maj. PEUCHEN. There was no alarm sounded whatever. In fact, I talked with two young ladies who claimed to have had a very narrow escape. They said their stateroom was right near the Astors, I think almost next to it, and they were not awakened.

Senator SMITH. They were not awakened?

Maj. PEUCHEN. They slept through this crash, and they were awakened by Mrs. Astor. She was in rather an excited state, and their door being open—and I think the Astor door was open—they think that was the means of their being saved.

Senator SMITH. On what deck were they?

Maj. PEUCHEN. I do not know, sir. It was only conversation told me on the *Carpathia*.

Senator SMITH. I think you said that from your judgment and from your own observation there was no general alarm given?

Maj. PEUCHEN. No, I did not hear one. I was around the boat all the time.

Senator SMITH. After getting aboard the *Carpathia*, did you learn the latitude and longitude in which the boats were picked up?

Maj. PEUCHEN. No, sir; I did not. All I know is that when I made inquiries for the nearest port, I was told it was 36 hours' sail to Halifax.

Senator SMITH. Did you see those lifeboats on the port side of the ship? Were you on the port side?

Maj. PEUCHEN. I was on the port side.

Senator SMITH. Did you see them on the starboard side?

Maj. PEUCHEN. No, sir. We heard afterwards that the officers on the starboard side were more generous in allowing the men in than on the port side. That is what I heard afterwards; that some of the officers on the starboard side had allowed some of the men into the boats.

Senator SMITH. You were on the same side with Mr. Lightoller?

Maj. PEUCHEN. That was the port side; yes.

Senator SMITH. The second officer?

Maj. PEUCHEN. Yes.

Senator SMITH. And on that side they did not permit but two men to get into the first boat?

Maj. PEUCHEN. I think there were four sailors in the first boat, sir.

Senator SMITH. Not more than four?

Maj. PEUCHEN. I would not be certain about that, sir. They did not allow any male passengers; that is what I mean.

Senator SMITH. Did you see any lifeboat that was caught in the gear or tackle?

Maj. PEUCHEN. No; the boats I saw lowered lowered away very nicely, indeed, in a very short time.

Senator SMITH. Did you see any collapsible boat lowered?

Maj. PEUCHEN. No; I think our boat left before they started to get those out.

Senator SMITH. Were those lifeboats taken aboard the *Carpathia*?

Maj. PEUCHEN. I think two or three boats were allowed to drift. One, I think, had some dead bodies in it. I saw two, at least, drifting away. I was afraid they could not take care of more.

Senator SMITH. You saw two or three drifting away?

Maj. PEUCHEN. That is, after they let them go.

Senator SMITH. Did you see any dead bodies in those drifting boats?

Maj. PEUCHEN. No; I saw dead bodies in one of the boats that came up, lying in the bow. I do not know whether that was set adrift or not. I was told that one boat contained three bodies.

Senator SMITH. Did you see Mr. Ismay that night?

Maj. PEUCHEN. I saw him—which night?

Senator SMITH. Sunday night?

Maj. PEUCHEN. I think I saw him standing for a moment without his hat on; just a moment, on the port side.

Senator SMITH. On the boat deck?

Maj. PEUCHEN. On the boat deck; yes.

Senator SMITH. What time?

Maj. PEUCHEN. I should say it would be probably an hour after we had struck the iceberg.

Senator SMITH. An hour after you struck the iceberg?

Maj. PEUCHEN. I would not be certain. I think it was Mr. Ismay. I think I saw him standing for a moment.

Senator SMITH. What was he doing; anything?

Maj. PEUCHEN. Not at that time.

Senator SMITH. You did not see him after that?

Maj. PEUCHEN. I did not see him after that except on coming aboard the *Carpathia*.

Senator SMITH. Did you see Mr. Hays after he passed this word with you about the icebergs?

Maj. PEUCHEN. Yes, I saw him again on the upper deck, just before I started to help with the boats. He said, “Peuchen, this boat is good for eight hours yet.”

Senator SMITH. That is the last time you saw him?

Maj. PEUCHEN. Yes. I shook hands with him then and he said, “This boat is good for eight hours. I have just been getting this from one of the best old seamen, Mr. Crossley”—I think he mentioned his name—“of Milwaukee,” and some person else; and he said, “Before that time, we will have assistance.”

Senator SMITH. Did you know of the proximity of the *Titanic* to ice on Sunday?

Maj. PEUCHEN. No, sir. All I know is that there was a big change in the temperature between the afternoon and the time I went on deck later on in the evening.

Senator SMITH. Did that indicate anything unusual to you?

Maj. PEUCHEN. I had only had experience once before among icebergs, and it was cold, and a similar change took place in the weather.

Senator SMITH. Have you ever been in the vicinity of the Grand Banks before?

Maj. PEUCHEN. No; this was on the Gulf of St. Lawrence, just as we were approaching the Gulf of St. Lawrence.

Senator BURTON. This change in temperature would not necessarily mean that there was ice in the immediate vicinity; it might occur just as the weather changes from morning to evening, or from evening to morning?

Maj. PEUCHEN. Yes, sir; there was quite a change in temperature.

Senator SMITH. Who was the quartermaster? What was his name?

Maj. PEUCHEN. His name was——

Senator SMITH. Who was the quartermaster on your lifeboat, I mean?

Maj. PEUCHEN. I do not know exactly how to pronounce his name, but it is spelled H-i-c-h-e-n. He was the man at the wheel on Sunday evening.

Senator SMITH. Have you his initials?

Maj. PEUCHEN. No. He was Quartermaster Hichen. I think probably you can find him; but he was the man at the wheel, and he was calling out to the other boats wanting to know what officer was on duty at that time. He did not seem to know which officer, at the time of the sighting of the iceberg, was on duty.

Senator FLETCHER. What was the movement of the ship after the collision with the iceberg?

Maj. PEUCHEN. After the collision it seemed to me—not immediately, but after a short space of time—it sounded as though we were reversing.

Senator FLETCHER. What effect did that have upon the progress of the ship, if you noticed?

Maj. PEUCHEN. She still was going, even if they were reversing for a certain period.

Senator FLETCHER. Did you observe how long she continued to go ahead?

Maj. PEUCHEN. No; I did not.

Senator FLETCHER. Did you form any idea as to how far she had gone beyond the iceberg, after striking it, before she stopped?

Maj. PEUCHEN. No. I was really too much interested in changing my clothes and in my friends, and I really did not pay any attention to that.

Senator FLETCHER. Have you any idea how far you were away from the iceberg when you took to the lifeboat?

Maj. PEUCHEN. We took to the lifeboat—I should imagine I was in the lifeboat probably an hour after we struck. We had been going ahead at a pretty good rate of speed, and then we had to reverse. I should imagine we would be 3 miles away from it, I think—at least 2½ miles, probably.

Senator FLETCHER. After you took to the lifeboat you proceeded to row in the direction in which the ship had been moving, westward?

Maj. PEUCHEN. No; we started right off from the port side of the boat directly straight off from her about amidship, on the port side, right directly north, I think it would be, because the northern lights appeared where this light we had been looking at in that direction appeared shortly afterwards.

Senator FLETCHER. When did you first see an iceberg?

Maj. PEUCHEN. A year ago——

Senator FLETCHER (interposing). No, I did not mean that; I mean on that occasion. You did not see the iceberg the ship struck, I understand.

Maj. PEUCHEN. No; I did not see that.

Senator FLETCHER. When did you first see an iceberg there?

Maj. PEUCHEN. Just after daybreak or just a little before daybreak.

Senator FLETCHER. Can you give us an idea of how far you probably were at that time from where the *Titanic* went down?

Maj. PEUCHEN. I should imagine we would be probably 2 miles, and we kept on rowing for this imaginary light for some time.

Senator FLETCHER. How far away from you was this iceberg, and in what direction?

Maj. PEUCHEN. There were several icebergs. There were at least three icebergs that you could see plainly. There was one toward the front, the way our boat was facing, and one on the west. I should think there was one toward the north and one toward the south. We seemed to be in a nest of icebergs, with some smaller ones, of course.

Senator FLETCHER. About how many, in all, that you can recall?

Maj. PEUCHEN. I think you could see—at least to count, I think—five.

Senator FLETCHER. What were about the sizes of them?



Maj. PEUCHEN. Two were large; another was sort of smaller in size. Some were jagged, but very high, and a number of them not so high.

Senator FLETCHER. These large ones you think were about what height above the water, and what width and length, if you can give us an idea?

Maj. PEUCHEN. They were at least 100 feet high, two of them, and of a width I should think of 300 feet and 400 feet long; somewhat like an island.

Senator FLETCHER. Major, do you mean for us to understand that at the time lifeboat No. 4 and lifeboat No. 6 on the port side of the ship were loaded and lowered every woman in sight was given an opportunity?

Maj. PEUCHEN. Every woman on the port side was given an opportunity. In fact, we had not enough women to put into the boats. We were looking for them. I can not understand why we did not take some men. The boats would have held more.

Senator FLETCHER. If there had been more women there they could have found room in those boats?

Maj. PEUCHEN. Plenty of room.

Senator FLETCHER. Do you mean to say, too, that so far as you knew and heard and observed no general alarm was given throughout the ship, arousing the passengers, and advising them of their danger?

Maj. PEUCHEN. I did not hear any alarm whatever.

Senator FLETCHER. Do you know what the method is of giving an alarm in an emergency of that kind?

Maj. PEUCHEN. I have never had the experience of an accident at sea before.

Senator FLETCHER. Major, can you give us any idea why, if the passengers were equipped with life belts, and they were in good condition, those passengers would not float and live for four or five or six hours afterwards?

Maj. PEUCHEN. That is something that astonished me very much. I was surprised, when we steamed through this wreckage very slowly after we left the scene of the disaster—we left the ground as soon as this other boat, the *Californian*, I understand, came along—that we did not see any bodies in the water. I understood the *Californian* was going to cruise around, and when she came we started off, and we went right by the wreckage. It was something like two islands, and was strewn along, and I was interested to see if I could see any bodies, and I was surprised to think that with all these deaths that had taken place we could not see one body; I was very much surprised. I understand a life preserver is supposed to keep up a person, whether dead or alive.

Senator FLETCHER. You think the *Carpathia* passed in the immediate vicinity where the *Titanic* went down?

Maj. PEUCHEN. No, I would not say the immediate vicinity, because there was a breeze started up at daybreak, and the wreckage would naturally float away from where she went down, somewhat. It might be that it had floated away, probably a mile or half a mile; probably not more than that, considering that the wind only sprang up at daybreak.

Senator FLETCHER. Have you any idea which way that drift would tend, on account of the breeze or other conditions there?

Maj. PEUCHEN. Which way the wind was blowing, you mean?



Senator FLETCHER. Yes.

Maj. PEUCHEN. The wind was blowing, I imagine, from the north at that time.

Senator FLETCHER. You heard sounds of people calling for help when you were, you say, about five-eighths of a mile away, when the *Titanic* went down?

Maj. PEUCHEN. Yes, sir.

Senator FLETCHER. And immediately you heard these cries and then you heard them gradually die out?

Maj. PEUCHEN. Yes, sir.

Senator FLETCHER. Is it your idea that the water was so cold that a person could not live in it except for a short time?

Maj. PEUCHEN. I feel quite sure that a person could not live in that water very long. Those who had been in the water had their feet frozen; that is, those who were standing up in a boat in the water. I happened to have the cabin with three of them who were rescued, and they said they sustained their life by punching each other during the two or three hours they stood up. The minute any one got tired and sat down in the water, or at least very shortly thereafter, he floated off the raft, dead, I believe.

Senator FLETCHER. What was the temperature of the water, if you know?

Maj. PEUCHEN. I do not know, sir.

Senator FLETCHER. You say people were frozen?

Maj. PEUCHEN. Their feet were frozen; yes, sir.

Senator FLETCHER. Was that by exposure, after being taken out of the water on the boat?

Maj. PEUCHEN. Yes, sir. A number of them swam, I know of three cases, at least, where they jumped from the big boat and swam and got on to a raft which was partly submerged in the water, and they stood up in the raft, and those are the ones whose feet were badly swollen or frozen.

Senator FLETCHER. You assume from that that the water was very cold?

Maj. PEUCHEN. I am sure it was.

Senator FLETCHER. Was it below the freezing point?

Maj. PEUCHEN. It must have been very near the freezing point, anyway. It probably would not be quite freezing; but it being salt water, of course it would not freeze very readily.

Senator FLETCHER. Was there any floating ice, aside from these icebergs?

Maj. PEUCHEN. Oh, yes; when we started to steam away we passed a lot of floating ice, I suppose several miles long.

Senator FLETCHER. You mean the *Carpathia* steamed through the ice?

Maj. PEUCHEN. Yes.

Senator FLETCHER. Did you come into contact with floating ice while you were on the lifeboat?

Maj. PEUCHEN. No, sir; we did not.

Senator FLETCHER. Have you any idea as to how long a person could live in water like that?

Maj. PEUCHEN. It depends on his constitution, but I should imagine that if a person could stay in the water a half an hour he would be doing very well.

Senator FLETCHER. Would not the effort to swim, and exercise, prevent one getting numb for several hours?

Maj. PEUCHEN. Up to a certain point; yes. But I do not think a man could live an hour in that water.

Senator FLETCHER. Did you observe in this wreckage any broken pieces of life preservers, corks, and things of that sort?

Maj. PEUCHEN. There was a very large quantity of floating cork. I am at a loss to understand where it came from. There were a great many chairs in the water; all the steamer chairs were floating, and pieces of wreckage; but there was a particularly large quantity of cork.

Senator FLETCHER. What was the appearance of the cork? Did it look as if it had come from life preservers?

Maj. PEUCHEN. I was not near enough to tell that. I would not like to pass an opinion, but it looked like cork to me.

Senator FLETCHER. You said, I believe, that there seemed to be a lack of competent sailors to take charge of the lifeboats?

Maj. PEUCHEN. I would not like to say that, sir. I said that they were not at their stations, ready to man the boats. I imagine this crew was what we would call in yachting terms a scratch crew, brought from different vessels. They might be the best, but they had not been accustomed to working together.

Senator FLETCHER. Did you see any other boats filled—that is, loaded—and lowered?

Maj. PEUCHEN. Those were the only two I saw filled and lowered.

Senator FLETCHER. Did you see the boats as the *Carpathia* reached them? Did the boats come to the *Carpathia* or did the *Carpathia* go around and pick up the boats?

Maj. PEUCHEN. I do not know whether she came to anchor; I think probably she did. However, she was in the lee of all the boats. That is, we had all come down; we were to the weather of the *Carpathia*, and so she stayed there until we all came down on her.

Senator FLETCHER. Did you observe in what manner these boats reached the *Carpathia*? What position was your boat in, for instance, among the first or the last?

Maj. PEUCHEN. I think there were about two or three after us. We were almost the last. We were about the last, with the exception of two or three.

Senator FLETCHER. Did you observe the condition of those boats, as to whether they were all loaded to their capacity or not at that time, at the time you saw them unloaded?

Maj. PEUCHEN. I saw some of the boats come in; one boat particularly was very full, had a large number of passengers. She seemed to be crowded right down. Whether they had taken on more in the water, I do not know.

Senator FLETCHER. Do you know what boat that was—the number of it, or the officer in charge?

Maj. PEUCHEN. No, sir; there seemed to be a lot of steerage or second-class passengers on that boat; but still, I did not know them by sight.

Senator FLETCHER. Was it a collapsible boat?

Maj. PEUCHEN. No; that was one of the regular lifeboats.

Senator FLETCHER. The boat you were in, you say, could have carried how many more people than you had?

Maj. PEUCHEN. Well, I made inquiries, and I was told that those boats were capable of holding from 60 to 65, I suppose according to how they were stowed and how the boat was trimmed and the weight of the passengers; but I should imagine they ought to hold a good number. They seemed very solid and strong boats. I was told by the second officer, though, that they could not lower those boats filled to the full capacity. That was the capacity with them floating, according to the figures given.

Senator FLETCHER. And the idea was to fill them after they reached the water?

Maj. PEUCHEN. It struck me that those boats ought to have a certain capacity on the hooks, and then be loaded up to that capacity; and then they should have some means of filling them in the water.

Senator FLETCHER. There were none attempted to be loaded except from the rail?

Maj. PEUCHEN. That is the only place I saw any boats loaded, sir.

Senator FLETCHER. Referring to that light that you observed, that you said you thought was a hallucination, did that disappear after a while?

Maj. PEUCHEN. Yes; it disappeared; but I did not think, from my knowledge of yachting, that it was a boat light. I think it was one of those reflected lights. The northern lights were very strong that night. It might have been some reflection on ice. I was not satisfied it was the light of a steamer, by any means.

Senator FLETCHER. You could not tell, then, of course, whether it might be a stern light or what sort of a light it might be on a steamer?

Maj. PEUCHEN. It was a glare. It was not a distinct light, it was a glare.

Senator FLETCHER. Did Mr. Ismay give any directions or orders on the boat, so far as you know?

Maj. PEUCHEN. On which boat, sir?

Senator FLETCHER. On the ship. You say you saw him there.

Maj. PEUCHEN. Only standing there. He did not in my presence.

Senator NEWLANDS. Major, you say this was a clear night?

Maj. PEUCHEN. A clear night; yes.

Senator NEWLANDS. Was it as clear while you were on the water in this boat as it was prior to the catastrophe?

Maj. PEUCHEN. Yes; it was a beautiful night. It was a dark night, but starlight. We could see some distance. We could see another boat without a light, some distance away, by the shadow.

Senator NEWLANDS. You were how many hours on the water, do you think?

Maj. PEUCHEN. I think we were rather late in getting to the *Carpathia*. I imagine that we were at least eight hours on the water.

Senator NEWLANDS. About what time did you get on the *Carpathia*?

Maj. PEUCHEN. It was after 8 o'clock that I looked at my watch; it was something after 8 o'clock that we got on.

Senator NEWLANDS. What time did the dawn come?

Maj. PEUCHEN. We could just commence to distinguish light, I think, about near 4 o'clock.

Senator NEWLANDS. What was that answer?

Maj. PEUCHEN. About 4 o'clock.

Senator NEWLANDS. Prior to 4 o'clock, while you were drifting in the water, did you see any icebergs?

Maj. PEUCHEN. No, we did not drift near anything; we saw——

Senator NEWLANDS. When the dawn came, did you find yourself near icebergs?

Maj. PEUCHEN. We found that there was a sort of a field of icebergs. There were icebergs in one direction, probably a mile away, and another iceberg in another direction, probably half a mile away, and another iceberg over here, probably 5 miles away.

Senator NEWLANDS. Were there any ice fields?

Maj. PEUCHEN. I did not notice any in the morning. I was busy rowing, because I rowed all the time. But when we started to steam away on the *Carpathia*, I could see this ice field 4 miles long.

Senator NEWLANDS. Did you observe any of these ice fields before you got on the *Carpathia*?

Maj. PEUCHEN. No, I did not. Well, I could see something like an island at a distance, but not as clear as when we got on the *Carpathia*.

Senator NEWLANDS. But you think when the dawn came the nearest iceberg was about half a mile away?

Maj. PEUCHEN. It was farther than that. In rowing the boat I know we thought at first we would have to row close to the iceberg, and we were then about 5 miles off, at least. It was a question whether we were going to get very close to this island of ice or not. The iceberg was between our boat and the *Carpathia*.

Senator NEWLANDS. All the icebergs were not between you and the *Carpathia*?

Maj. PEUCHEN. No; this was the only one.

Senator NEWLANDS. And the others were in different directions?

Maj. PEUCHEN. Yes.

Senator NEWLANDS. At all points of the compass?

Maj. PEUCHEN. Yes.

Senator NEWLANDS. How do you account for the fact that you were not able to see any of these icebergs when you were in the water before the dawn and you were able to see a boat?

Maj. PEUCHEN. Well, they were a little farther away than the boat; but we picked these icebergs out pretty early in the morning, before dawn. They were dark objects; in fact, we did not know what they were at that time.

Senator NEWLANDS. Is it your observation that on a night of that kind glasses enable one to get a wider range of vision?

Maj. PEUCHEN. Yes; we use glasses at night, especially when the night is bright. There is such a difference in the human eye. Take 12 men on a yacht and one man will see twice as far as another.

Senator NEWLANDS. Without glasses?

Maj. PEUCHEN. Yes, sir.

Senator NEWLANDS. I mean at night, such a night as you had that night, would glasses add very much to the range of your vision?

Maj. PEUCHEN. I think they would. I can see better with glasses at night than I can with my naked eye.

Senator NEWLANDS. Have you any idea how much they add to the range?

Maj. PEUCHEN. For instance, if you look at the moon at night with a glass you can see everything distinctly, and with the naked eye you can not.

Senator NEWLANDS. How is it with reference to objects on the sea ?

Maj. PEUCHEN. I think glasses assist you, provided it is bright enough.

Senator NEWLANDS. And you think that night was bright enough ?

Maj. PEUCHEN. I think it would assist. I really think if we had had a searchlight, though, we would have saved the ship.

Senator SMITH. You say the second officer told you that he could not lower the lifeboats safely if they were filled to their capacity ?

Maj. PEUCHEN. The second officer sent for me on board the *Carpathia*, as he had heard some complaints from the ladies about this quartermaster, and while there I asked him regarding the loading of these boats, and he stated that those boats were filled just nicely for lowering from the height of the deck.

Senator NEWLANDS. He told you this after the *Titanic* had gone down ?

Maj. PEUCHEN. Yes. I can not understand why they have such very heavy block and tackle, if they can only put in such a small number of people, because the tonnage of 24 people is only about a ton and a half, English tons.

Senator SMITH. Well, Major, some of these boats contained many more people than were in your boat ?

Maj. PEUCHEN. Yes; but whether they were picked up afterwards or not, I do not know.

Senator SMITH. Or whether they were lowered from the *Titanic*, you do not know ?

Maj. PEUCHEN. No, sir.

Senator SMITH. You heard nothing of that kind while these two boats were being lowered ?

Maj. PEUCHEN. Heard what ?

Senator SMITH. Did you hear the second officer say that they could only be partially filled and lowered with safety ?

Maj. PEUCHEN. No; he made no remark of that kind, sir. I think it was a case that we had no more ladies to put in there.

Senator SMITH. You had no more ladies to put in, and they were to be lowered without being filled ?

Maj. PEUCHEN. I do not know exactly what “filled” means in that sense—filled from the deck. I spoke to the officer about it a couple of days afterwards, and he told me that was the reason they were not filled, that they were just comfortably filled for lowering that distance.

Senator SMITH. Did you see any rockets fired on the *Titanic* during the 15 or 20 or 30 minutes before her sinking ?

Maj. PEUCHEN. I do not know as to that time before sinking, but while we were lowering the boat they were sending up rockets.

Senator SMITH. Sending them from your deck ?

Maj. PEUCHEN. From the bridge, I should say.

Senator SMITH. What colored rockets—red and all colors ?

Maj. PEUCHEN. A good deal like an ordinary skyrocket, going up and breaking, and the different colors flying down.

Senator SMITH. Do you know why they were being exploded ?

Maj. PEUCHEN. Because we wanted assistance.

Senator SMITH. Did you know that any assistance was available

Maj. PEUCHEN. No. I think if there was any assistance available we should have been told of it when we left the boat. We were row-

ing around there, and if we had known that some ship was coming we would not have started off rowing for an imaginary light, trying to make a great many miles. I do not know whether they had that information or not.

Senator SMITH. Did you hear the testimony that there was a light sighted, or a boat sighted about 5 miles ahead of the *Titanic*, after the collision?

Maj. PEUCHEN. I read in the morning paper that some evidence was given yesterday in regard to that.

Senator SMITH. But you did not hear anything about that on the ship?

Maj. PEUCHEN. No; and I did not see it.

Senator SMITH. When you and Mr. Hays went forward to look at the ice, how much of it could you see?

Maj. PEUCHEN. I should think about 4½ feet of ice, probably 1½ to 2 inches thick. That is, it would be thicker on the rail than it would be on the bow, I heard the men walking over it, and it would crunch under their feet.

Senator SMITH. Do you mean to be understood as saying that you saw that part of the berg that was sloughed off by the impact?

Maj. PEUCHEN. Yes; sort of shaken off. As we went past, this would scrape off.

Senator SMITH. Did you look at the iceberg itself?

Maj. PEUCHEN. Oh, I did not see that; it had passed.

Senator SMITH. You did not see that?

Maj. PEUCHEN. No, sir.

Senator SMITH. You could not describe its color or how it appeared?

Maj. PEUCHEN. No, sir.

Senator SMITH. Did you talk with Mr. Fleet, the man in the lookout, who was in your lifeboat?

Maj. PEUCHEN. Yes, sir.

Senator SMITH. About this iceberg?

Maj. PEUCHEN. Yes. I spoke to him about it.

Senator SMITH. What did you say to him about it?

Maj. PEUCHEN. I was interested when I found he was in the crow's nest, and I said, "What occurred?" In the conversation he said he rang three bells, and then he signaled to the bridge.

Senator SMITH. Did he say how far off the iceberg was when he first sighted it?

Maj. PEUCHEN. No; he did not tell me that.

Senator SMITH. Did he say what it looked like when he first saw it?

Maj. PEUCHEN. No; he did not go into that. The only thing he said was that he did not get any reply from the bridge.

Senator SMITH. From the telephone?

Maj. PEUCHEN. I heard afterwards that really the officers were not required to reply.

Senator SMITH. That is, the information is imparted from the crow's nest to the officer at the bridge, and that is the end of that information?

Maj. PEUCHEN. I spoke to the second officer on the boat regarding the conversation, and he told me it is simply a matter of whether the officer wishes to reply or not. He gets the information, probably, and acts right on it without attempting to reply to the crow's nest.



Senator SMITH. Did he tell you anything more about the iceberg and the collision than you have stated?

Maj. PEUCHEN. That is all. They had some conversation—the quartermaster was asking them who was on the bridge and they were calling over, and they did not know which officer was on the bridge, and the quartermaster called out to another boat, to the quartermaster or whoever was in charge of the other boat.

Senator SMITH. Another lifeboat?

Maj. PEUCHEN. Yes, sir.

Senator SMITH. From your boat?

Maj. PEUCHEN. Yes, sir; they were not far off.

Senator SMITH. What did he say?

Maj. PEUCHEN. I did not catch the answer.

Senator SMITH. No; I mean what did the quartermaster say?

Maj. PEUCHEN. He said, "You know one officer was on duty on the bridge at the time we struck." So far as I could gather, the officer was in command of the other boat. He did not know; he might not have been on duty.

Senator SMITH. And the lookout in the crow's nest did not seem to know?

Maj. PEUCHEN. No.

Senator SMITH. I would like to ask whether, from what you observed, in your opinion, there was proper discipline on the part of the crew in loading the lifeboats?

Maj. PEUCHEN. You wish to know whether there was discipline in loading the lifeboats by the crew?

Senator SMITH. Yes; whether there was any order or discipline about it, whether they were loaded systematically and with care, and with consideration for the lives of the passengers, and considering the peril in which they were placed?

Maj. PEUCHEN. Among those of the crew that I saw working, such as loading the boats, lowering the boats, and filling the boats, the discipline could not have been better.

Senator SMITH. The discipline could not have been better?

Maj. PEUCHEN. No, sir; but there were too few.

Senator SMITH. Too few of them?

Maj. PEUCHEN. Too few, yes. That is, I am only speaking now of the port side of the boat, where I happened to be. I can not speak of all over the boat.

Senator SMITH. No. I said from your observation.

Maj. PEUCHEN. Yes, just from that. I was surprised not to see more sailors at their stations. I was also surprised that the boats were not filled with more people.

Senator SMITH. Each boat constitutes a station?

Maj. PEUCHEN. Yes, that is what I understand.

Senator SMITH. Each lifeboat?

Maj. PEUCHEN. Yes.

Senator SMITH. And from your observation, do I understand you to say that there was not a sailor at each station?

Maj. PEUCHEN. Oh, I do not say that there was not a sailor at each station, but there was not a full complement.

Senator SMITH. There was not the full complement?

Maj. PEUCHEN. No, sir. From what I gathered I understand that these men had been told off; that is, that each man had been assigned



to his station, but they had had no practice, from what I learned from talking with the crew.

Senator SMITH. Did you see any drill yourself?

Maj. PEUCHEN. Oh, no; there was no drill. As a rule Sunday is the day they do some drilling; but I did not see any drilling on Sunday.

Senator SMITH. Would you have been likely to see it if it had occurred?

Maj. PEUCHEN. Yes. It is very interesting and I always like to see it. There is always the bugle sounding the call. I have seen it, crossing, many times, the fire drill and the boat drill.

Senator SMITH. You saw no drill from the time you left Southampton until the time this accident occurred?

Maj. PEUCHEN. No, sir.

Senator SMITH. Did you, before or after the *Titanic* struck, learn that it was officially known to the ship, on Sunday, that there were icebergs on or near her track?

Maj. PEUCHEN. I heard it afterwards, but not before.

Senator SMITH. Not before Sunday?

Maj. PEUCHEN. I heard, on the *Carpathia*, that they were expecting icebergs or ice.

Senator SMITH. From whom did you hear it?

Maj. PEUCHEN. I heard the third officer just mention it, casually, to two or three of them, that they knew that there was ice; that they were approaching ice.

Senator SMITH. What time of day was this?

Maj. PEUCHEN. I do not know. It was on the fore part of the *Carpathia*.

Senator SMITH. The fore part of the journey on the *Carpathia*?

Maj. PEUCHEN. Yes.

Senator SMITH. Did they seem to be quite agreed that that was the case, or was there some dispute about it?

Maj. PEUCHEN. No; there was no dispute. This was just a casual remark that was made.

Senator SMITH. You do not know by whom?

Maj. PEUCHEN. Yes; I know it was made by the third officer.

Senator SMITH. By the third officer?

Maj. PEUCHEN. Yes.

Senator SMITH. Is there anything further? I think that is all, Major.

Maj. PEUCHEN. Could I make just a little statement, sir? It will not be very long.

Senator SMITH. Yes.

Maj. PEUCHEN. I have been quoted as making a great many statements or as saying several things, and I would like to just put this straight. I do not criticize Capt. Smith, but I do criticize the policy and methods pursued by the company, for I feel sure that in this case caution would have been of every virtue and would have averted the terrible calamity. I have been given the credit of saying many things which are absolutely untrue and I wish to state that I have not said any personal or unkind thing about Capt. Smith. I have been quoted as saying some very unkind things about the late captain, but I assure you I have never made any statement of that kind.

Senator SMITH. Did you ever sail with him before?

Maj. PEUCHEN. No, sir.

Senator SMITH. Is that all you care to say, Major?

Maj. PEUCHEN. That is all. I am here, sir, more on account of the poor women that came off our boat. They asked me if I would not come and tell this court of inquiry what I had seen, and when you wired me, sir, I came at once, without being pressed in any way, simply to carry out my promise to the poor women on our boat.

Senator SMITH. The committee is greatly obliged, Major. You will be excused.

With the committee's consent, we will take a recess until 10 o'clock to-morrow morning.

Mr. Fleet, you will be excused until 10 o'clock to-morrow.

At 5.40 o'clock p. m. the subcommittee adjourned until to-morrow, Wednesday, April 24, 1912, at 10 o'clock a. m.

**"TITANIC" DISASTER**

---

1-1255  
T5

**HEARING**

**BEFORE A**

**SUBCOMMITTEE OF THE  
COMMITTEE ON COMMERCE  
UNITED STATES SENATE**

**SIXTY-SECOND CONGRESS**

**SECOND SESSION**

**PURSUANT TO**

**S. RES. 283**

**DIRECTING THE COMMITTEE ON COMMERCE TO INVESTIGATE THE CAUSES LEADING TO THE WRECK OF THE WHITE STAR LINER "TITANIC"**

---

**PART 5**

---

**Printed for the use of the Committee on Commerce**

---

**SUBCOMMITTEE OF THE COMMITTEE ON COMMERCE.**

**UNITED STATES SENATE.**

**WILLIAM ALDEN SMITH, Michigan, *Chairman*.**

**GEORGE C. PERKINS, California.**

**F. M. SIMMONS, North Carolina.**

**JONATHAN BOURNE, Jr., Oregon.**

**FRANCIS G. NEWLANDS, Nevada.**

**THEODORE E. BURTON, Ohio.**

**DUNCAN U. FLETCHER, Florida.**

**W. M. MCKINSTRY, *Clerk*.**

LIST OF WITNESSES.



	<b>Page.</b>
Frederick Fleet.....	<b>357</b>
Robert Hichens .....	<b>449</b>
C. H. Lightoller.....	<b>421</b>
Harold Godfrey Lowe.....	<b>368</b>



## “TITANIC” DISASTER.

---

WEDNESDAY, APRIL 24, 1912.

SUBCOMMITTEE OF THE COMMITTEE ON COMMERCE,  
UNITED STATES SENATE,  
Washington, D. C.

The subcommittee met at 10 o'clock a. m.

Present: Senators Smith (chairman), Perkins, Burton, Fletcher, and Newlands.

### TESTIMONY OF FREDERICK FLEET—Resumed.

Senator BURTON. Mr. Fleet, while you were acting as lookout man. were your eyes examined?

Mr. FLEET. Yes, sir.

Senator BURTON. How frequently?

Mr. FLEET. We are supposed to have them examined every year, or every two years.

Senator BURTON. How long before you sailed on the *Titanic* were your eyes examined?

Mr. FLEET. About a year ago.

Senator BURTON. What was the nature of the test?

Mr. FLEET. As to color, and looking at a distance.

Senator BURTON. That is, you would look at some point on or near the sea, and your eyes were tested to see how you could descry objects on the sea?

Mr. FLEET. Yes, sir.

Senator BURTON. What color can you distinguish most easily, green, red, or white?

Mr. FLEET. The whole lot, sir.

Senator BURTON. Equally well?

Mr. FLEET. Yes, sir.

Senator BURTON. That is, red——

Mr. FLEET (interrupting). Green——

Senator BURTON. Green as readily as white?

Mr. FLEET. Yes, sir.

Senator BURTON. You say you had had glasses until this trip?

Mr. FLEET. Yes, sir.

Senator BURTON. On every trip on any boat of the White Star Line?

Mr. FLEET. It is only the *Oceanic* I have been lookout on.

Senator BURTON. Did you have the same glasses for night and for day?

Mr. FLEET. Yes, sir.

Senator BURTON. And the glasses that are useful for day are also useful for night?



Mr. FLEET. Yes, sir.

Senator BURTON. Equally useful?

Mr. FLEET. Yes, sir.

Senator BURTON. When you use the glasses you look straight ahead only, at a part of the course before you, do you not?

Mr. FLEET. We look all over the horizon.

Senator BURTON. That is, you look around in every direction? That was your habit?

Mr. FLEET. Yes, sir.

Senator BURTON. And until this trip you had the use of glasses?

Mr. FLEET. Yes, sir.

Senator BURTON. You were not using them on this trip. Who conducted these tests as to your eyesight?

Mr. FLEET. What do you mean, Senator?

Senator BURTON. When you were examined as to your eyes, as to what you could see, who examined you?

Mr. FLEET. The board of trade.

Senator BURTON. An officer of the board of trade?

Mr. FLEET. Yes, sir.

Senator BURTON. Were there any examinations by the officers of the ship?

Mr. FLEET. No, sir; they just asked us if we had eyesight tests.

Senator BURTON. You saw some light on the horizon that night?

Mr. FLEET. Not on the lookout, sir.

Senator BURTON. Not on the lookout?

Mr. FLEET. The only thing we saw was the iceberg. We had no lights on that watch.

Senator BURTON. You did not see this light of which mention has been made until you got into the lifeboat?

Mr. FLEET. No, sir.

Senator BURTON. What was it?

Mr. FLEET. A bright light on the port bow, sir.

Senator BURTON. On the port bow?

Mr. FLEET. Yes.

Senator BURTON. Was it moving, or was it stationary?

Mr. FLEET. It did not seem to be moving at all.

Senator BURTON. Are you sure it was a light?

Mr. FLEET. It was a light, all right, because Mr. Lightoller, when I got into the boat, made us pull straight for it.

Senator BURTON. What did you think it was?

Mr. FLEET. It might have been a fisher sail, or something; it was only just one bright light. I could not say what it was.

Senator BURTON. You were in the boat with Mr. Hichens and this gentleman who was on the stand yesterday?

Mr. FLEET. Yes, sir.

Senator BURTON. Mr. Hichens thought it was a light on a boat, did he?

Mr. FLEET. Yes. Mr. Lightoller made us pull toward it. He seen it as well as us.

Senator BURTON. You saw it before you got off the *Titanic*?

Mr. FLEET. Yes, sir.

Senator BURTON. What became of that light?

Mr. FLEET. We did not know. We pulled for it, but we did not seem to get any nearer to it.

Senator BURTON. Did it finally disappear?

Mr. FLEET. No. Well, it disappeared by daybreak.

Senator BURTON. That is all on that?

You did not get any nearer to it? It was not any more visible; that is, any plainer to you; you could not see it any more plainly?

Mr. FLEET. No, sir; you could just see the light.

Senator BURTON. You say when you first saw that iceberg that it was about the size of these two tables, apparently? That is the way it looked to you?

Mr. FLEET. Yes, sir.

Senator BURTON. Was it a mile away, or how far away was it?

Mr. FLEET. I can not say.

Senator BURTON. Can you not give any estimate?

Mr. FLEET. No, sir.

Senator BURTON. Was it half a mile away?

Mr. FLEET. I can not say. It was impossible to tell.

Senator BURTON. Was it as far away as the boat's length?

Mr. FLEET. I could not say.

Senator BURTON. Can you not say anything about it?

Mr. FLEET. No, sir.

Senator BURTON. Immediately when you saw it, you sounded the three gongs, did you?

Mr. FLEET. Yes.

Senator BURTON. Did you, then, immediately after that, pick up the telephone?

Mr. FLEET. I went up to the telephone as soon as ever I struck three bells.

Senator BURTON. And telephoned to the bridge?

Mr. FLEET. Yes, sir.

Senator BURTON. And you got an answer immediately, did you?

Mr. FLEET. Yes, sir.

Senator BURTON. Did you notice how quickly they turned the course of the boat after you sounded the gongs?

Mr. FLEET. No, sir; they did not do it until I went to the telephone. While I was at the telephone the ship started to move.

Senator BURTON. You saw this, then, before or just after seven bells?

Mr. FLEET. Yes, sir.

Senator BURTON. Was it just before or just after?

Mr. FLEET. I do not think we struck seven bells. I believe it was just after seven bells.

Senator BURTON. You said you did not believe that they struck seven bells, and then you said it was just after.

Mr. FLEET. It may have been just after. We never, generally, ring bells up in the crow's nest every half hour; we generally miss it.

Senator BURTON. Then it was just after half past 11 o'clock that you saw it?

Mr. FLEET. Yes, sir.

Senator BURTON. Did you send another message to the bridge after you had telephoned?

Mr. FLEET. No, sir.

Senator BURTON. Could they have heard you on the bridge if you had cried out?

Mr. FLEET. I dare say they could.

Senator BURTON. How soon after you telephoned to the bridge did you strike the berg?

Mr. FLEET. I do not know.

Senator BURTON. Was it one minute or two minutes?

Mr. FLEET. I could not tell you.

Senator BURTON. What did you do in the meanwhile?

Mr. FLEET. We just kept a lookout.

Senator BURTON. You came nearer and nearer to it?

Mr. FLEET. Yes, sir.

Senator BURTON. Did you notice that the boat was bearing out to the left from the berg, or was it going right ahead toward it?

Mr. FLEET. It was going right ahead, as far as we knew; but when I was at the phone it was going to port.

Senator BURTON. You could see that, yourself?

Mr. FLEET. Yes, sir; after I got up from the phone.

Senator BURTON. You say it struck the port bow, 50 feet from the bow?

Mr. FLEET. Yes, sir.

Senator BURTON. And it was not up as far as the crow's nest, where you were?

Mr. FLEET. No, sir.

Senator BURTON. It was about 50 or 60 feet high?

Mr. FLEET. Yes.

Senator BURTON. That is right?

Mr. FLEET. Yes, sir.

Senator BURTON. It was about 50 or 60 feet high?

Mr. FLEET. Yes.

Senator BURTON. Did the pieces of ice come over into the crow's nest, where you were?

Mr. FLEET. Oh, no; just on the forecastle head, on the well deck.

Senator BURTON. I think that is all I care to ask him, Mr. Chairman.

Senator SMITH. Senator Newlands, do you wish to ask the witness any questions?

Senator BURTON. I shall ask to be excused for awhile.

Senator SMITH. For how long, Senator?

Senator BURTON. Probably during the morning period.

Senator NEWLANDS. I shall ask to be excused, also.

Senator SMITH. Do you care to ask any questions first?

Senator NEWLANDS. Not just at this time.

Senator BURTON. There is one question that I would like to ask this man in addition to what I have already asked him: When you use the glasses or have the glasses to use, what part of the time do you have the glasses to your eyes and what part of the time do you depend on your naked eyesight?

Mr. FLEET. I do not know what you mean, sir.

Senator BURTON. Suppose you had those glasses; would you have them to your eyes most of the time, using them?

Mr. FLEET. No; no.

Senator BURTON. What part of the time?

Mr. FLEET. If we fancied we saw anything on the horizon, then we would have the glasses to make sure.

Senator BURTON. That is, if you saw anything on the horizon with the naked eye? You understand what I mean by that, do you not?

Mr. FLEET. Yes, sir.

Senator BURTON. That is, you would use the glasses——

Mr. FLEET. You would use the glasses to make sure, before you reported.

Senator BURTON. Then you depend on your eyesight to see; before you use the glasses?

Mr. FLEET. Yes.

Senator BURTON. And if you have any doubt about it you use the glasses. then?

Mr. FLEET. That is it.

Senator BURTON. That is all I have to ask, Mr. Chairman.

Senator SMITH. Senator Fletcher, do you wish to interrogate the witness?

Senator FLETCHER. You say that you were told by the men that you relieved on the lookout, to watch out for small ice?

Mr. FLEET. Yes, sir.

Senator FLETCHER. Was that the language, “small ice?”

Mr. FLEET. Small ice; yes, sir.

Senator FLETCHER. What did that mean to you?

Mr. FLEET. Growlers—what they call growlers; just this lowlying ice.

Senator SMITH. You understood that to mean floating ice that was not dangerous, as well as growlers and icebergs?

Mr. FLEET. Yes, sir.

Senator FLETCHER. What do seven bells indicate?

Mr. FLEET. What do seven bells indicate?

Senator FLETCHER. Yes.

Mr. FLEET. Half past 11.

Senator FLETCHER. It was, then, just about that time when you gave the warning of the iceberg ahead?

Mr. FLEET. Just a little after that.

Senator FLETCHER. What does three bells mean?

Mr. FLEET. Three bells?

Senator FLETCHER. Yes.

Mr. FLEET. It is all according to what time we are up on the lookout.

Senator FLETCHER. You say that you gave three bells.

Mr. FLEET. Oh. three bells. That means a vessel, or whatever it is, right ahead. It indicates anything right ahead; any object.

Senator FLETCHER. It indicates that there is some object right ahead? Is it a warning to people on the bridge that there is danger ahead?

Mr. FLEET. No; not always; just to let them know that there is some object ahead.

Senator FLETCHER. Yes. When you gave the three bells did you immediately turn to the telephone?

Mr. FLEET. Yes, sir.

Senator FLETCHER. How long were you at the telephone?

Mr. FLEET. I suppose half a minute.

Senator FLETCHER. When you turned from the telephone and observed the course of the ship, you saw she had turned to port?

Mr. FLEET. Yes, sir.

Senator FLETCHER. Did she turn immediately and suddenly, or gradually, to port?

Mr. FLEET. Just started to go as I looked up.

Senator FLETCHER. Just started to go to port?

Mr. FLEET. Yes, sir.

Senator FLETCHER. To what extent did she change her course from the direct line?

Mr. FLEET. You mean how far did she go?

Senator FLETCHER. Yes.

Mr. FLEET. A little over a point, or two points.

Senator FLETCHER. Did she seem to respond readily to the wheel?

Mr. FLEET. Well, we do not know that. We only know she went.

Senator FLETCHER. You could see she was going?

Mr. FLEET. Yes, sir.

Senator FLETCHER. And did she continue to bear to port?

Mr. FLEET. Until the iceberg was alongside of her.

Senator FLETCHER. Could you tell whether or not the iceberg was moving; and if so, to what extent?

Mr. FLEET. I could not say.

Senator FLETCHER. You could not say?

Mr. FLEET. No, sir.

Senator FLETCHER. It was the submerged portion of the iceberg that did the damage to the ship, was it not?

Mr. FLEET. I suppose so.

Senator FLETCHER. Did the ship strike the portion above the water?

Mr. FLEET. I could not say. I know when we got up to it, it struck our bow—a little of our bow.

Senator FLETCHER. Did it strike the bow or just back of the bow?

Mr. FLEET. Just about in front of the foremast.

Senator FLETCHER. Did it tilt the ship to any extent?

Mr. FLEET. She listed to port right afterwards.

Senator FLETCHER. To what extent?

Mr. FLEET. I could not say; a slight list.

Senator FLETCHER. Just immediately on striking the berg?

Mr. FLEET. Just afterwards.

Senator FLETCHER. Did it seem that the blow came beneath the surface of the water and caused her to shift?

Mr. FLEET. Yes, sir.

Senator FLETCHER. You say the berg was some 50 feet above the surface, some 50 feet in height. Did you get an idea of the dimensions of the berg, as to its length and width?

Mr. FLEET. No, sir.

Senator FLETCHER. Even when you hit against it?

Mr. FLEET. No, sir.

Senator FLETCHER. Why not?

Mr. FLEET. I am not a good judge of distance; I could not say.

Senator FLETCHER. Could you not tell——

Mr. FLEET. No; I could not.

Senator FLETCHER. When you first saw it, it was as large as these two tables?

Mr. FLEET. When we first saw it; that is about all.

Senator FLETCHER. And it gradually grew in size?

Mr. FLEET. Yes, sir.

Senator FLETCHER. Until you got right on it. Then, could you tell how large it appeared?

Mr. FLEET. No, sir.

Senator FLETCHER. You say you helped to load No. 6 and No. 8 lifeboats on the port side?

Mr. FLEET. Yes, sir.

Senator FLETCHER. Have you ever had any experience in loading boats of that kind; had you had any experience before that?

Mr. FLEET. We always do it on the White Star—practicing.

Senator FLETCHER. You mean practicing or drill?

Mr. FLEET. Yes, sir.

Senator FLETCHER. Had you ever had any practice or drill of that kind on this ship?

Mr. FLEET. We had it the day of sailing, in Southampton.

Senator FLETCHER. Did you participate in that?

Mr. FLEET. I went in one of the boats.

Senator FLETCHER. You say that in No. 6 boat there were about 30 people, all told?

Mr. FLEET. As far as I can judge.

Senator FLETCHER. How many were there in No. 8?

Mr. FLEET. It was too dark to count.

Senator FLETCHER. But you saw them afterwards? You went in No. 6, did you not?

Mr. FLEET. But we did not count them. When she came alongside of the *Carpathia* we did not count them then.

Senator FLETCHER. When you went alongside of the *Carpathia* it was broad daylight?

Mr. FLEET. Yes; but I did not trouble to count them.

Senator FLETCHER. You just made an estimate that there were about 30 people?

Mr. FLEET. Yes.

Senator FLETCHER. Do you think there were about the same number in lifeboat No. 8?

Mr. FLEET. I could not say. I do not know what number went in No. 8. As soon as I loaded No. 6 and No. 8, Mr. Lightoller made me get in No. 6 and ship the rudder and put the women in——

Senator FLETCHER. Was No. 8 loaded after No. 6?

Mr. FLEET. It was.

Senator FLETCHER. It was lowered after No. 6, was it?

Mr. FLEET. Yes.

Senator FLETCHER. How many other boats did you see lowered?

Mr. FLEET. I did not see any more, because as soon as we got in the water he made us pull for the light.

Senator FLETCHER. Did you see any lowered before No. 6?

Mr. FLEET. No, sir.

Senator FLETCHER. And that was the first time you had seen that light you pulled for?

Mr. FLEET. Yes, sir.

Senator FLETCHER. Could you say whether or not you loaded all the people in No. 6 that could be safely loaded in the boat?

Mr. FLEET. Well, I loaded all the women; I got in No. 6 all the women that were knocking around the deck at that time, those who were around the boat at the time.

Senator FLETCHER. Were there any women left on the deck who did not get in the boats?

Mr. FLEET. I did not see any. All what was there got in the boats. But they may have come up afterwards, when we were lowered. I could not say.

Senator FLETCHER. Did you call for all that were about to come and get in the boats?

Mr. FLEET. Yes, sir.

Senator FLETCHER. Were there any men left who did not get in the boats?

Mr. FLEET. Yes; there were men there, but the order was “only women.”

Senator FLETCHER. Did men ask to get into the boats?

Mr. FLEET. What is that?

Senator FLETCHER. Did the men ask to be allowed to get into the boats?

Mr. FLEET. No.

Senator FLETCHER. During the time you have been serving as lookout, have you been accustomed to use glasses?

Mr. FLEET. Yes, sir.

Senator FLETCHER. This was the first trip you had ever taken where you did not have glasses?

Mr. FLEET. Yes, sir.

Senator FLETCHER. Where did you ask for glasses?

Mr. FLEET. We asked for them before we left Southampton—if there was any glasses for the lookout—and they told us there was none intended for them. We had glasses in Belfast.

Senator FLETCHER. Did you after that ask for glasses?

Mr. FLEET. Yes, sir; before the ship left Southampton.

Senator FLETCHER. But I say, after that?

Mr. FLEET. There was no use asking for them when they told us that.

Senator FLETCHER. Were there not glasses on the bridge and other parts of the ship?

Mr. FLEET. We did not know about that. We only knew that we had a pair in Belfast; and then, when we asked for them after that, they told us that there were none for us.

Senator FLETCHER. What became of those glasses you had at Belfast?

Mr. FLEET. I do not know. I suppose they were on the bridge.

Senator SMITH. Do you remember the number of the lifeboat you were in?

Mr. FLEET. No. 6.

Senator SMITH. Who was the officer in the lifeboat?

Mr. FLEET. There was none. There was only me and Quartermaster Hichens.

Senator SMITH. What is the name of the quartermaster, Hichens?

Mr. FLEET. Yes, sir.

Senator SMITH. Is that the lifeboat that Maj. Peuchen was in?

Mr. FLEET. The gentleman that was speaking yesterday?

Senator SMITH. The same one.

Mr. FLEET. The same one.

Senator SMITH. Will you tell the committee, as far as you can, what the quartermaster did. Did he take charge of the lifeboat?

Mr. FLEET. He took charge.

Senator SMITH. What did he do; where did he sit in the boat?



Mr. FLEET. At the tiller; at the tiller all the time.

Senator SMITH. All the time?

Mr. FLEET. All the time.

Senator SMITH. You are quite sure that a lady in that boat, a woman, did not have the tiller?

Mr. FLEET. I am sure of it; positive.

Senator SMITH. A Mrs. Douglass?

Mr. FLEET. Nobody. Just the quartermaster who was there all of the time.

Senator SMITH. You took an oar, I suppose?

Mr. FLEET. Yes, sir.

Senator SMITH. And did Maj. Peuchen take an oar?

Mr. FLEET. He was right alongside of me. I was on the starboard side and he was on the port side.

Senator SMITH. What other men were in the boat?

Mr. FLEET. We had a stowaway. Where he came from I do not know.

Senator SMITH. When did you first see him?

Mr. FLEET. He was underneath the seat. We saw him as soon as we got clear. He showed himself then.

Senator SMITH. As soon as you got clear. How far clear? Half a mile or so?

Mr. FLEET. About a mile clear. We rested.

Senator SMITH. You were resting?

Mr. FLEET. And some other boat came alongside of us, and the master-at-arms was in charge of that boat. We asked could he give us more men.

Senator SMITH. What was the master-at-arms' name?

Mr. FLEET. I could not say. He is the only one that survived.

Senator SMITH. And you asked him if he could give you more men?

Mr. FLEET. Could he give us another man to help pull.

Senator SMITH. What did he say?

Mr. FLEET. He gave us a fireman—one of the firemen.

Senator SMITH. Did any women pull the oars in your boat?

Mr. FLEET. About two or three. One in the bow and the other two aft, in the stern.

Senator SMITH. You say this stowaway came out when you were clear and resting?

Mr. FLEET. Yes, sir.

Senator SMITH. When your oars were idle?

Mr. FLEET. No, sir; he showed himself as soon as ever we got clear of the *Titanic*.

Senator SMITH. Did he take an oar?

Mr. FLEET. He managed to; but he could not use it on account of his bad arm. He had a bad arm.

Senator SMITH. A broken arm?

Mr. FLEET. He had a bandage around it, and he said he could not pull. So he put his oar in.

Senator SMITH. Do you know who that man was?

Mr. FLEET. He was an Italian.

Senator SMITH. This boat that came alongside gave you another man, did they?

Mr. FLEET. Yes, sir.

Senator SMITH. And then did you separate from this other boat?

Mr. FLEET. No; we kept together for a while, until we seen the lights of the *Carpathia*; then we proposed to pull for it.

Senator SMITH. Did you do it.

Mr. FLEET. Yes, sir.

Senator SMITH. How far toward it?

Mr. FLEET. I dare say she was about a mile off, or a little over.

Senator SMITH. Did anybody propose to pull toward the place where the *Titanic* went down?

Mr. FLEET. All the women asked us to pull there, before she went down; but the quartermaster was in charge, and he would not allow it. He told us to keep on pulling.

Senator SMITH. Did the women in your boat persist in their efforts to get him to go back to the scene of the wreck?

Mr. FLEET. They asked him, but he would not hear of it; he told us to keep on pulling.

Senator SMITH. Did you say anything about it to the quartermaster?

Mr. FLEET. No; I never said a word; I just pulled an oar; I just kept quiet.

Senator SMITH. At that time could you hear cries of distress?

Mr. FLEET. Very faint.

Senator SMITH. Very many?

Mr. FLEET. All together, I suppose, a loud cry.

Senator SMITH. Did you hear the man in charge of your lifeboat make any special comment on the men who were crying?

Mr. FLEET. No, sir.

Senator SMITH. But, as a matter of fact, you did not go in the direction of the *Titanic* at all, but in the direction of the *Carpathia*?

Mr. FLEET. When we got the order from Lightoller to pull for the light, we were pulling for it; but when we found we could get no nearer and got a safe distance from the ship we stopped.

Senator SMITH. That is, a safe distance from the *Carpathia*?

Mr. FLEET. From the *Titanic*; and we stayed there for about a quarter of an hour or a little over, until we sighted the *Carpathia*'s lights, and then we pulled toward them.

Senator SMITH. How far were you from the *Titanic* when you stopped?

Mr. FLEET. About a mile or a little over, because he come over the place where the *Titanic* sank.

Senator SMITH. What makes you think it was a mile?

Mr. FLEET. Only surmising.

Senator SMITH. That is your best judgment about it?

Mr. FLEET. I suppose so.

Senator SMITH. How are you able to fix that fact in your mind, that you were a mile from the *Titanic* in this small boat?

Mr. FLEET. I heard people talk about it.

Senator SMITH. Was that your own judgment, too?

Mr. FLEET. I have got no judgment.

Senator SMITH. I understood you to say you had no judgment of distance at all——

Mr. FLEET. No more I have not.

Senator SMITH (continuing). When I was asking you about the iceberg?

Mr. FLEET. No more I have not.

Senator SMITH. So you based your conclusion that you were a mile away upon what others told you?

Mr. FLEET. That is all.

Senator SMITH. Could you tell how many ship's lengths you were away, *Titanic* ship's lengths?

Mr. FLEET. No; I could not.

Senator SMITH. You could not tell that at all?

Mr. FLEET. No, sir.

Senator SMITH. I think that is all.

Senator FLETCHER. Were the steam sirens blowing?

Mr. FLEET. Not as I know of.

Senator FLETCHER. You did not hear them blow, at all?

Mr. FLEET. No, sir.

Senator FLETCHER. Did you see the condition of the life belts on the ship?

Mr. FLEET. The condition of them?

Senator FLETCHER. Yes.

Mr. FLEET. Yes; we all had one.

Senator FLETCHER. Were they new?

Mr. FLEET. All new.

Senator FLETCHER. All the life belts on the ship were new?

Mr. FLEET. I suppose so, for a new ship.

Senator FLETCHER. You do not know whether they came from some other ship or not?

Mr. FLEET. No; I am not supposed to know that. They were all new.

Senator FLETCHER. They were all new?

Mr. FLEET. Yes.

Senator FLETCHER. And sound?

Mr. FLEET. Yes, sir.

Senator FLETCHER. And in good order?

Mr. FLEET. Yes, sir.

Senator SMITH. Mr. Fleet, before you entered the employ of the White Star Line, were you obliged to undergo any examination for eyesight? Did you have your vision tested, your eyesight tested?

Mr. FLEET. No; only when I was going on the lookout I had them tested.

Senator SMITH. When did you have them tested last?

Mr. FLEET. About a year ago.

Senator SMITH. About a year ago?

Mr. FLEET. Yes, sir.

Senator SMITH. And you have not had your vision tested since?

Mr. FLEET. No, sir.

Senator SMITH. I think that is all. I wish you would hold yourself subject to the orders of the committee. You may go.

I desire to make an announcement. First, I want to meet the inquiry, so often heard, as to our purpose in this inquiry, and I want to say that it is to get all of the facts bearing upon this unfortunate catastrophe that we are able to obtain. It is, of course, very apparent that the surviving officers of the *Titanic* are not shipbuilders having had to do with the construction of that vessel, and the committee have assumed that if these witnesses should tell what they themselves know of the circumstances surrounding the ship up to the time of the collision, and what transpired thereafter, this information would be about all that we could obtain from these witnesses.

One word as to the plan. It has been our plan from the beginning to first obtain the testimony of citizens or subjects of Great Britain who are temporarily in this country, and this course will be pursued until the committee conclude that they have obtained all information accessible and useful to a proper understanding of this disaster.

Now, one word about the difficulties. To the credit of most of the officers and crew, we have experienced no very troublesome difficulty in securing such witnesses as we felt were necessary. But from the beginning until now there has been a voluntary, gratuitous, meddlesome attempt upon the part of certain persons to influence the course of the committee and to shape its procedure.

Misrepresentations have been made, I have heard. Personally, I have not seen a single newspaper since I was appointed chairman of this committee, because I did not wish to be influenced by those papers or unduly encouraged. Neither did I wish to take on any partisan bias or prejudice whatsoever.

The representatives of the press have all cooperated in every way possible to lighten the burdens of the committee and to assist in obtaining the results we seek.

The committee will not tolerate any further attempt on the part of anyone to shape its course. We shall proceed in our own way, completing the official record, and the judgment of our efforts may very appropriately be withheld until those who are disposed to question its wisdom have the actual official reports.

I would like to call Mr. Lowe, the fifth officer.

#### TESTIMONY OF HAROLD GODFREY LOWE.

The witness was sworn by the chairman.

Senator SMITH. Will you give your full name to the reporter?

Mr. LOWE. Harold Godfrey Lowe.

Senator SMITH. I would like to have you turn your chair so you are facing the reporter.

Mr. LOWE. I am facing you, sir.

Senator SMITH. Turn your chair so you will look directly at the reporter. Where do you reside?

Mr. LOWE. In North Wales.

Senator SMITH. How old are you?

Mr. LOWE. Twenty-nine in the fall of the year, sir.

Senator SMITH. What is your business?

Mr. LOWE. Seaman.

Senator SMITH. How long have you been engaged in that business?

Mr. LOWE. Fourteen years.

Senator SMITH. What experience have you had?

Mr. LOWE. I suppose I have had experience with pretty well every ship afloat—all the different classes of ships afloat—from the schooner to the square-rigged sailing vessel, and from that to steamships, and of all sizes.

Senator SMITH. So you have been employed on sailing vessels—

Mr. LOWE. In pretty well every branch of the mercantile marine.

Senator SMITH. Describe, if you will, the general nature of your employment as a mariner, beginning with your first experience.

Mr. LOWE. As a sailor?

Senator SMITH. Yes, sir. I would like to get on the record, Mr. Lowe, your full experience.

Mr. LOWE. It will be very long, sir.

Senator SMITH. Make it as brief as you can.

Mr. LOWE. I ran away from home when I was about 14, and I went in a schooner. I was in seven schooners altogether, and my father wanted to apprentice me, but I said I would not be apprenticed; that I was not going to work for anybody for nothing, without any money; that I wanted to be paid for my labor. That was previous to my running away. He took me to Liverpool to a lot of offices there, and I told him once for all that I meant what I said. I said, “I am not going to be apprenticed, and that settles it.” So of course I ran away and went on these schooners, and from there I went to square-rigged sailing ships, and from there to steam, and got all my certificates, and then I was for five years on the West African coast in the service there, and from there I joined the White Star Line.

Senator SMITH. When did you join the White Star Line?

Mr. LOWE. About 15 months ago, sir.

Senator SMITH. What was the nature of your employment with them?

Mr. LOWE. I was junior officer.

Senator SMITH. On what ship?

Mr. LOWE. I was third on the *Tropic* and I was third on the *Belgic*, and then I was sent to the *Titanic*.

Senator SMITH. On what routes? What were the routes?

Mr. LOWE. The Australian voyage, the two previous voyages.

Senator SMITH. Had you ever been in the North Atlantic before?

Mr. LOWE. Never; never. It was about the only place I had never been before.

Senator SMITH. When did you join the *Titanic*?

Mr. LOWE. I joined the *Titanic* on April 21, in Belfast—March 21, I believe; pardon me—in Belfast.

Senator SMITH. Were you present at the trial tests in Belfast Lough?

Mr. LOWE. Yes, sir.

Senator SMITH. Of the *Titanic*?

Mr. LOWE. Yes, sir; I was.

Senator SMITH. What service did you render during those tests?

Mr. LOWE. My service, sir, was pretty well general; to do anything we were told to do.

Senator SMITH. Tell, if you can, what you did do.

Mr. LOWE. Worked out things; worked out the odds and ends, and then submitted them to the senior officer. We are there to do the navigating part so the senior officer can be and shall be in full charge of the bridge and have nothing to worry his head about. We have all that, the junior officers; there are four of us. The three seniors are in absolute charge of the boat. They have nothing to worry themselves about. They simply have to walk backward and forward and look after the ship, and we do all the figuring and all that sort of thing in our chart room.

Senator SMITH. What did you do that day, if you can tell?

Mr. LOWE. What day?

Senator SMITH. What part did you take or have to do on that day with the test, in making the tests.

Mr. LOWE. I could no more tell you now than fly.

Senator SMITH. I will ask you specifically whether you assisted in making any tests of the lifeboats?

Mr. LOWE. We overhauled them.

Senator SMITH. In what way?

Mr. LOWE. Mr. Moody and myself and Mr. Pitman and Mr. Boxhall took the port boat—that is, I took the starboard, and they took the port, and we overhauled them; that is to say, we counted the oars, the rowlocks, or the thole pins, whichever you like to call them, and saw there was a mast and sail, rigging, gear, and everything else that fitted in the boats, and plugs, and also that the biscuit tank was all right, and that there were two breakers in the boat, two bailers, two plugs, and the steering rowlock; that is, the rowlock for the oar that you ship aft when there is a heavy sea running, because you can not steer by rudder when there is a heavy sea running, and you put an oar over and you have greater command over an oar and can put more power on it.

Everything was absolutely correct with the exception of one dipper. A dipper is a long thin can about that length [indicating] and about that diameter [indicating]—an inch and a quarter diameter—and you dip it down into the water breaker and draw the water. That was the only thing that was short out of our boats, and our boats were, respectively, Nos. 1, 3, 5, 7, 9, 11, 13, and 15, from 1 to 15—odd numbers. Then the even numbers were on the other side; that is, on the port side of the ship.

Senator SMITH. One, three, five, seven, nine, and eleven were on the starboard side or the port side?

Mr. LOWE. One, three, five, seven, nine, eleven, thirteen, and fifteen were on the starboard side, sir, and everything was absolutely correct.

Senator SMITH. Did you personally examine every lifeboat?

Mr. LOWE. I did, sir.

Senator SMITH. And every collapsible?

Mr. LOWE. Yes, sir; every collapsible as well, also. I should have mentioned them, but those were the boats I mentioned. We do not deem the collapsibles as boats.

Senator SMITH. You do not deem them as lifeboats?

Mr. LOWE. These are the full lifeboats.

Senator SMITH. That is, the numbers you have given?

Mr. LOWE. Yes, sir; they are the outside boats, the boats that hang on the ship's side. Then there are two collapsibles on each side, two on port and two starboard, and we examined them. I could not quote from memory what we found in them, but we found 14 oars, and, anyhow, a set and a half of oars on one set of rowlocks. That is, if there were six rowlocks, there were nine oars in case of emergency. That is, if an oar got broke there was another extra oar to replace that oar, and there were three spare ones—that is, one and one-half sets.

If there were 12 oars in the boat, it was fully equipped. There would be 18 oars altogether—6 extras—and dippers and everything else. Everything was absolutely correct; I will swear to that.

Senator SMITH. You have detailed the equipment of a lifeboat as prescribed by the British Board of Trade regulations, have you?

Mr. LOWE. I can, if you wish me to.

Senator SMITH. Have you done it already?



Mr. LOWE. Yes; pretty well.

Senator SMITH. Have you included everything?

Mr. LOWE. There is a compass——

Senator SMITH. Any lights?

Mr. LOWE. A light, and oil to burn for eight hours; biscuits and water. That is all that I can think of at present.

Senator SMITH. All these things that you have mentioned are part of the equipment demanded by the British Board of Trade?

Mr. LOWE. Yes, sir. We went around those boats. We arrived there about noon on the 23d, in Belfast, and on the 24th we went around everything, taking stock of everything on board the ship, and also noting the condition of the things. We took the starboard lifeboats and the other junior officers took the port.

Senator SMITH. Now, Mr. Lowe, this inspection that you made was on the 23d and 24th?

Mr. LOWE. On the 23d only, sir.

Senator SMITH. When did the *Titanic* leave Belfast for Southampton?

Mr. LOWE. That is more than I can tell you. We left Liverpool on Tuesday; we arrived on a Wednesday, and we inspected the boat on a Thursday. I think we left on the following Tuesday for Southampton. No; we ran around the lough, and afterwards proceeded to Southampton.

Senator SMITH. The 23d of March was on Saturday?

Mr. LOWE. Saturday? Then we are a bit mixed. [Consulting memorandum book.] It was the 26th that I left Liverpool, and I joined the *Titanic* on the 27th. I think you will find that correct. I distinctly remember now I received a telegram from the superintendent; word to the effect that I was to report to the office at 9 o'clock on the morning of the 26th.

Senator SMITH. No; you left Liverpool on the 26th.

Mr. LOWE. On the 26th; that is, the night of the 26th. You see we had to call there for the ticket, and then we went over by night, and we arrived in Belfast the next morning at noon.

Senator SMITH. Now let us get it just as it is. You left Liverpool——

Mr. LOWE. We left Liverpool at 10 o'clock p. m. on the 26th.

Senator SMITH. And reached Belfast——

Mr. LOWE. We arrived at Belfast at about noon on the 27th.

Senator SMITH. And did you go aboard ship immediately?

Mr. LOWE. We went straight aboard, sir, and reported ourselves to the chief officer.

Senator SMITH. When did the trial tests begin?

Mr. LOWE. I think it was Tuesday.

Senator SMITH. The following Tuesday?

Mr. LOWE. Yes.

Senator SMITH. That would be April 2.

Mr. LOWE. I do not know, sir. I suppose it would be if you say so.

Senator SMITH. Well, look it up yourself. You are testifying. I am not testifying.

Mr. LOWE. We did not get any special notice of these things——

Senator SMITH. I am not criticizing you——

Mr. LOWE. We have not started our voyage yet.



Senator SMITH. I am not criticizing you. I simply want to know when you first saw this ship.

Mr. LOWE. March 2 was Tuesday, sir.

Senator SMITH. April 2, you mean. Let us get this just as you want it to appear in the record. You left Liverpool on the 26th?

Mr. LOWE. Yes; at 10 o'clock p. m.

Senator SMITH. And joined the *Titanic* at noon on the following day, the 27th?

Mr. LOWE. Yes, sir.

Senator SMITH. When were the trial tests made?

Mr. LOWE. They were due, I think, to be made on the Monday, but there was a bit of a breeze and we had to postpone it because of the breeze. It was squally, in fact.

Senator SMITH. So the trial tests did not take place on April 1?

Mr. LOWE. No, sir.

Senator SMITH. Monday, that would be. They did not take place, then?

Mr. LOWE. No.

Senator SMITH. And they were postponed because there was a bit of a breeze?

Mr. LOWE. Yes; because there was danger in getting them off the wharf.

Senator SMITH. Off the wharf?

Mr. LOWE. Yes.

Senator SMITH. Well, when did the test take place?

Mr. LOWE. It took place the following day.

Senator SMITH. On Tuesday, April 2?

Mr. LOWE. On Tuesday.

Senator SMITH. In Belfast Lough?

Mr. LOWE. In Belfast Lough; yes, sir. We steamed down. After we had done a few turns and twists we steamed down two hours. I really forget the names of the lightships now, because I don't know that coast, but, roughly, we went out two hours on the outward passage and then it took us the same time, naturally, to come back again. That means four hours' total steaming. We did a few extra twists and turns and then came back again.

Senator SMITH. How long did it take?

Mr. LOWE. We left, I believe, at 2 o'clock and we anchored somewhere about 6.30 that evening. Altogether, the twists and turns took half an hour, and the steaming, maneuvering the ship, and testing her, and all that. That is what I mean by twists and turns.

Senator SMITH. Exactly; that is what I understood. During this test was her speed tested?

Mr. LOWE. No. She was not really put to it. She has not been put to it yet.

Senator SMITH. And never will be?

Mr. LOWE. Never will be.

Senator SMITH. You do not know how fast she could have gone?

Mr. LOWE. I reckon she could easily do 24 or 25 knots.

Senator SMITH. Do you know how many boilers were working the day the tests were made?

Mr. LOWE. No, sir; I do not, because that is outside of our sphere altogether. We have nothing whatever to do with them. We have our own business, and we attend to it. We look after it, and attend to nobody else's.

Senator SMITH. Have you any idea, yourself, of the speed that boat made during the trial trips—trial tests?

Mr. LOWE. I believe—but I am not sure—that it was about 20½ or 21. I do not know, of course. I will not guarantee that what I state there is correct or true; but I state it to the best of my ability, that it was between 20½ and 21 knots, that that is what she made.

Senator SMITH. Do you know how many revolutions it would require to attain that speed?

Mr. LOWE. No. We were working out a slip table, and we had not quite finished when she went down. All of us were on, working out a slip table, how many turns of the engine it would require to do so many knots, and all this, and it tapered down.

Senator SMITH. That was not worked out by any one, so far as you know?

Mr. LOWE. No; it was not.

Senator SMITH. If it had been, would you have known it?

Mr. LOWE. Certainly we would, because it would be in the chart room.

Senator SMITH. When the maximum speed was obtained in the trail tests, was the ship in the open sea?

Mr. LOWE. Yes, between the heads—I think it is Copeland Point, or Copeland Head—between that and, I think—mind you, I do not say that it is—I think it was Black Rock Lightship, somewhere between; because I do not know the coast.

Senator SMITH. I do not ask you to guess at anything; I just ask if you know.

Mr. LOWE. I just state to the best of my knowledge.

Senator SMITH. When the turns or circles were made were they made in the open sea, or were they made inside?

Mr. LOWE. Just inside, under the Copeland.

Senator SMITH. Were there any turns except——

Mr. LOWE. There was only the one turn made in the open sea and that was when we were reversing our course, or when we were turning to make the return journey.

Senator SMITH. Did you see any of the officers or directors of the White Star Line, or the International Co., aboard the *Titanic* when the tests were being made?

Mr. LOWE. No, sir; I did not. Anyhow, I would not know them if I did.

Senator SMITH. Then you did not see them, of course; you did not know them, and could not tell?

Mr. LOWE. Because I am a stranger.

Senator SMITH. You did not know any of them?

Mr. LOWE. No, sir.

Senator SMITH. So far as you know, were any of them aboard? Did you hear that any of them were aboard in the trial tests?

Mr. LOWE. I was told that Mr. Ismay was on board, and two or three more, but I do not know who they were; and some of Messrs. Harland & Wolff's people.

Senator SMITH. They were the builders?

Mr. LOWE. Yes.

Senator SMITH. Was Mr. Andrews aboard?

Mr. LOWE. Yes; he was on board.

Senator SMITH. Did you see him?

Mr. LOWE. He was pointed out to me.

Senator SMITH. Who was Mr. Andrews?

Mr. LOWE. As far as I understand, the working head of Harland & Wolff.

Senator SMITH. The builders; he represented the builders of the ship?

Mr. LOWE. Yes.

Senator SMITH. Did he make the voyage with the ship from Southampton?

Mr. LOWE. Yes.

Senator SMITH. Did he survive the catastrophe?

Mr. LOWE. No.

Senator SMITH. Was there any representative of the British Board of Trade on the *Titanic* during these trial tests?

Mr. LOWE. I can not say, sir; I do not know, because we had nothing to do with it.

Senator SMITH. You did not understand that there was, from anyone?

Mr. LOWE. Even if there was, they would not come and tell me.

Senator SMITH. Exactly; but I mean, did you understand that there was any representative of the British Board of Trade aboard; did you hear it from anyone?

Mr. LOWE. No, sir. You must understand——

Senator SMITH. That is enough. I do not ask you to elaborate it. After these trial tests, that took about four hours, where did the ship go?

Mr. LOWE. She anchored in Belfast Lough.

Senator SMITH. And how long did you remain there?

Mr. LOWE. As near as I could tell, half an hour or three-quarters of an hour.

Senator SMITH. Then what happened?

Mr. LOWE. We sent all workmen ashore by tender to Belfast; and then, after sending all the workmen ashore by tender, we proceeded on our way to Southampton.

Senator SMITH. That is, these were the workmen of the Harland & Wolff Co.?

Mr. LOWE. Yes.

Senator SMITH. Then where did you go?

Mr. LOWE. We went down to Southampton.

Senator SMITH. When did you reach Southampton?

Mr. LOWE. We reached Southampton, I do not know just when. Anyhow, it was in the night, sir. I do not know of what day.

Senator SMITH. What night?

Mr. LOWE. I could not tell you, sir. I do not remember.

Senator SMITH. What night, with reference to your sailing from Southampton; the night you sailed?

Mr. LOWE. That would be about 36 hours—Tuesday, Wednesday—Thursday night.

Senator SMITH. You reached Southampton on Thursday night, about midnight?

Mr. LOWE. Yes.

Senator SMITH. Did you anchor or did you go to the wharf?

Mr. LOWE. We went right up to the wharf.

Senator SMITH. Did you remain on the ship?

Mr. LOWE. Yes, sir.

Senator SMITH. Were you on duty that night?

Mr. LOWE. I was on duty that day, sir; that is, from half past 9.

Senator SMITH. In the morning?

Mr. LOWE. A. m.; until half past 5 p. m.

Senator SMITH. And you were not on duty when the boat reached the wharf?

Mr. LOWE. I was not on duty from the time the *Titanic* was taken out. It was taken in tow at half past 9 that morning. I was below.

Senator SMITH. This was Thursday night, midnight?

Mr. LOWE. Yes.

Senator SMITH. When did the ship sail from Southampton for New York?

Mr. LOWE. It sailed at noon on the 10th instant.

Senator SMITH. Between Thursday, April 4, or Friday morning, April 5, and Wednesday noon, April 10, were you aboard ship performing your duties?

Mr. LOWE. We are always on board performing our duties; that is, when it is our watch on.

Senator SMITH. Exactly. And you did your work while the boat was at Southampton?

Mr. LOWE. Yes.

Senator SMITH. During the time you were doing your work, did you have anything to do with drilling the men?

Mr. LOWE. In what way, sir?

Senator SMITH. Did you have fire drill or other practice while you were at Southampton?

Mr. LOWE. We had it once, but I really forget where.

Senator SMITH. You had it once at Belfast, before leaving?

Mr. LOWE. I do not know. I do not know, sir. We had it somewhere or other.

Senator SMITH. Once?

Mr. LOWE. Where I can not say.

Senator SMITH. You can not say whether it was at Belfast or at Southampton?

Mr. LOWE. No, sir; I can not remember.

Senator SMITH. Was it at one or the other of these places?

Mr. LOWE. I do not know certainly.

Senator SMITH. That is, it was not on the voyage?

Mr. LOWE. It was not after we left Southampton.

Senator SMITH. It was not after you left Southampton. Of what did this drill consist?

Mr. LOWE. It consists of——

Senator SMITH. No; not what it “consists” of. What did that drill consist of?

Mr. LOWE. Well, you muster your boat’s crew.

Senator SMITH. Go ahead.

Mr. LOWE. And see that everything is all right, see that everything is in going order, and then you report to the officer that is going the rounds, and then he reports again to the chief officer, and then the chief officer reports to the commander of the ship.

Senator SMITH. In the performance of that service does each officer have a station?

Mr. LOWE. Yes, sir.

Senator SMITH. Where was your station?

Mr. LOWE. My station was No. 11 boat.

Senator SMITH. Which side of the ship?

Mr. LOWE. That would be the starboard side.

Senator SMITH. What other officers were on the starboard side?

Mr. LOWE. I do not know, sir.

Senator SMITH. Did you know any of the other officers at that time?

Mr. LOWE. I was a total stranger in the ship and also to the run. I was a stranger to everybody on board.

Senator SMITH. Is that the reason why you are unable to tell who the officers were on the starboard side at their respective stations?

Mr. LOWE. I do not know, sir. I suppose it will have something to do with it.

Senator SMITH. Are you able to say that the officers were at their respective stations?

Mr. LOWE. When, sir?

Senator SMITH. At the time of this drill or inspection?

Mr. LOWE. Certainly they were, sir.

Senator SMITH. What was done at that drill? Were any of the lifeboats lowered?

Mr. LOWE. I was lowered away and sent around the dock—no, let me see, now. This was at Southampton?

Senator SMITH. At Southampton.

Mr. LOWE. After the general muster at 8.30—on the 10th that was—we manned two boats, Mr. Moody, the sixth officer, and myself.

Senator SMITH. On which side of the ship?

Mr. LOWE. On the starboard side, because you must remember that we were laying alongside of a wharf, now.

Senator SMITH. Exactly. I wanted you to say that.

Mr. LOWE. And we were sent away in two boats, with two crews, naturally, and we turned around the dock in a row and then came back and got hoisted up.

Senator SMITH. About how long were you gone?

Mr. LOWE. I should say 20 minutes to a half an hour.

Senator SMITH. What else was done? Did that constitute the practice, or drill?

Mr. LOWE. There is not only practice in the rowing of the boats, but there is also practice in the lowering away and clearing.

Senator SMITH. And altogether, it took about half an hour?

Mr. LOWE. No, sir. Yes; it would take about half an hour, hoisting and lowering.

Senator SMITH. What else was done that day?

Mr. LOWE. We sailed, you know, and it was about 9 o'clock in the morning, now.

Senator SMITH. Yes; all right.

Mr. LOWE. And we have got lots of other things to do.

Senator SMITH. Exactly. That was all that the drill consisted of?

Mr. LOWE. We were lowered down in the boats, with a boat's crew. The boats were manned, and we rowed around a couple of turns, and then came back and were hoisted up and had breakfast, and then went about our duties.

Senator SMITH. Now, will you answer me, please? Your drill or practice consisted of lowering two lifeboats on the starboard side and rowing about in them and returning them to position, which took, altogether, about half an hour?

Mr. LOWE. Half an hour; quite correct, sir.

Senator SMITH. Now, is that correct?

Mr. LOWE. Quite.

Senator SMITH. Were there any other boats, lifeboats or collapsible boats, lowered on the starboard side that morning?

Mr. LOWE. No; only the two.

Senator SMITH. And there were no boats lowered on the port side?

Mr. LOWE. There could not be.

Senator SMITH. That was the wharf side?

Mr. LOWE. You would lower them on the wharf on that side.

Senator SMITH. So that the drill consisted in doing what you have described?

Mr. LOWE. Yes.

Senator SMITH. Mr. Lowe, if I correctly understood you, no other drill took place after that morning—the *Titanic* departing about midday—until the accident happened?

Mr. LOWE. No drill took place from the time of departure until the time of the disaster.

Senator SMITH. Are you able to say definitely now that no fire drill took place—no alarm and no drill that required the presence of each man at his station—during the voyage?

Mr. LOWE. Fire drill did take place, and it always does take place.

Senator SMITH. Where?

Mr. LOWE. When we have boat drill.

Senator SMITH. When do you have boat drill?

Mr. LOWE. When we have boat drill.

Senator SMITH. When you have it?

Mr. LOWE. Yes.

Senator SMITH. Would you call this lowering of two lifeboats at Southampton boat drill?

Mr. LOWE. No; it was previous to that, sir. There are so many hoses on each deck, and the water service is on, and the hoses are manned by the men, and the commander sends word along, “That will do for fire exercise,” and then we switch off the water.

Senator SMITH. Are you quite sure such an exercise took place before the boat reached Southampton?

Mr. LOWE. Let me see. I may be confusing her with some of the other ships.

Senator SMITH. You are testifying. I want the record to show what you say about it.

Mr. LOWE. We will annul that, sir, because I am not sure.

Senator SMITH. You may annul it, but I am not going to. I want you to answer and give your best judgment.

Mr. LOWE. I am here and doing my best to help you, and I do not remember.

Senator SMITH. And you wish it to appear that you do not remember whether that took place before reaching Southampton? I do not want to embarrass you, Mr. Lowe, at all, and I will not pursue it any further. I just want to know whether we understand one another.

Mr. LOWE. I do not know, sir. I do not remember anything definite on the subject.

Senator SMITH. But you do remember, and have so stated, that there was no drill?



Mr. LOWE. No; no drill after we left Southampton.

Senator SMITH. No drill after you left Southampton?

Mr. LOWE. No; oh, no.

Senator SMITH. Were these officers strangers to one another, practically all of them?

Mr. LOWE. No; the most of them had met each other before.

Senator SMITH. Do you remember whether they had in the main come from the same ship, or from various ships?

Mr. LOWE. Some of them came from the same ship, but which I do not know. Some of them came from the *Oceanic*.

Senator SMITH. Do you know whether the crew were strangers to one another, in the main?

Mr. LOWE. The crew, sir?

Senator SMITH. Yes.

Mr. LOWE. No; I do not know anything about them.

Senator SMITH. What was the weather and the condition of the sea between Belfast and Southampton?

Mr. LOWE. Fine, clear weather, smooth sea, and gentle breeze.

Senator SMITH. What was the weather between Southampton and the scene of this accident?

Mr. LOWE. Fine, clear weather; gentle to moderate breeze and sea.

Senator SMITH. What was the temperature between Southampton and the place of the accident?

Mr. LOWE. The temperature, sir?

Senator SMITH. Exactly. Do you know whether it was cold, or whether it was warm? Was it warm when you left Southampton?

Mr. LOWE. Yes; it was nice weather. I should say it would be about 48.

Senator SMITH. Above zero?

Mr. LOWE. Forty-eight degrees Fahrenheit.

Senator SMITH. Did it grow colder as you proceeded on your journey?

Mr. LOWE. It did not get colder—I do not know how to put that—to my knowledge.

Senator SMITH. How cold was it on Sunday afternoon?

Mr. LOWE. Sunday afternoon it was ordinarily normal; about 48.

Senator SMITH. How was it Sunday evening?

Mr. LOWE. Sunday evening it was pretty much the same; it could not have been less than 45.

Senator SMITH. Did you hear the second officer testify?

Mr. LOWE. I did, sir; part of it.

Senator SMITH. Did you hear him say that it was about 37 on Sunday evening?

Mr. LOWE. I went below at 8 o'clock, and I know nothing about anything that happened after 8 o'clock. I was in bed.

Senator SMITH. Did you know that your ship was off the Grand Banks of Newfoundland on Sunday afternoon and evening?

Mr. LOWE. Yes; I knew where she was, as far as that goes; but I never had crossed the Atlantic before.

Senator SMITH. Did the fact that you were off the Grand Banks of Newfoundland interest you at all?

Mr. LOWE. No, sir; not a bit.

Senator SMITH. Did you know that that was the region of the icebergs and the field ice?



Mr. LOWE. Well, you must understand that I had never been there before.

Senator SMITH. You had certainly heard about it?

Mr. LOWE. I can not say that I had, sir.

Senator SMITH. You never heard about ice in the vicinity of Newfoundland?

Mr. LOWE. No, sir.

Senator SMITH. Have you ever heard about ice anywhere?

Mr. LOWE. Yes; off Cape Horn.

Senator SMITH. Have you ever seen an iceberg or a growler?

Mr. LOWE. I have seen icebergs, but I have never heard them defined as closely as they have been here during the last few days.

Senator SMITH. Where did you see them?

Mr. LOWE. I have seen them down south.

Senator SMITH. How far south?

Mr. LOWE. Off Cape Horn and down that way.

Senator SMITH. Do you know where they are supposed to come from?

Mr. LOWE. I suppose from the south polar regions.

Senator SMITH. Did you ever see any icebergs in the South Atlantic?

Mr. LOWE. No; I can not say that I have seen them in the South Atlantic.

Senator SMITH. Did you ever see an iceberg except off Cape Horn?

Mr. LOWE. No, sir. That is the only one I saw until daybreak on the Monday morning.

Senator SMITH. After the accident?

Mr. LOWE. After the accident.

Senator SMITH. How many did you see then?

Mr. LOWE. I saw quite a few of them, sir.

Senator SMITH. How many?

Mr. LOWE. I really could not tell you that. I did not count them, but I should say anywhere up to 20.

Senator SMITH. How close were they? How close was the closest one; I mean how close to you, or how close were you to the icebergs?

Mr. LOWE. I should say 4 to 5 miles.

Senator SMITH. In what direction?

Mr. LOWE. All around.

Senator SMITH. In the course of the *Titanic*?

Mr. LOWE. What do you mean? In the course that we were steering before we struck?

Senator SMITH. Yes.

Mr. LOWE. Well, yes; they must have been in her way if they were all along the horizon.

Senator SMITH. How large was the largest one you saw?

Mr. LOWE. Of course, it is only an approximation, sir, because we did not go up to them.

Senator SMITH. I did not ask you that. Just give us your best judgment.

Mr. LOWE. I should say that the largest one was about, say, 100 feet high above water.

Senator SMITH. Above the water's edge?

Mr. LOWE. Above the water.

Senator SMITH. And that was about 45 miles away, was it, from you? I thought you said 45.

Mr. LOWE. Four to five, I said.

Senator SMITH. How far could you see an iceberg above the water on a clear morning?

Mr. LOWE. It depends on your height above the water.

Senator SMITH. Well, where would you say these icebergs were with reference to your point of observation?

Mr. LOWE. What distance off they were, at my height?

Senator SMITH. Exactly.

Mr. LOWE. Four to five.

Senator SMITH. What do you mean by four to five.?

Mr. LOWE. Between 4 and 5 miles distant.

Senator SMITH. That is, between 4 and 5 miles away?

Mr. LOWE. Yes.

Senator SMITH. Were they all within a range of 4 or 5 miles?

Mr. LOWE. Yes; all within a radius, at the outside, of 6 miles.

Senator SMITH. Could you, from what you saw of them, tell in what direction they were moving?

Mr. LOWE. No, sir.

Senator SMITH. Whether from the north or from the south?

Mr. LOWE. No, sir; I could not.

Senator SMITH. How close did you come to an iceberg yourself? I do not mean the one that collided with the ship, but after you were in the lifeboat or on the *Carpathia*?

Mr. LOWE. The nearest I got, I suppose, would be 3 miles.

Senator SMITH. What were the sizes of the other icebergs?

Mr. LOWE. Anything I should say, averaging from 20 feet in height up to 100 feet in height. That is, above water.

Senator SMITH. Have you ever heard, or do you know of your own knowledge, how much of an ordinary iceberg is supposed to be submerged?

Mr. LOWE. Yes; there is one-eighth supposed to be above water and seven-eighths below water.

Senator SMITH. Then, if the iceberg you saw Monday morning was 100 feet above the water, it would be 700 feet below the water?

Mr. LOWE. Yes, sir; quite that.

Senator SMITH. Is that recognized?

Mr. LOWE. That is what I learned. I suppose it is right.

Senator SMITH. Where did you learn that?

Mr. LOWE. At school. I think it will turn out to be about that if you test it.

Senator SMITH. Did you learn at school where these icebergs were supposed to come from?

Mr. LOWE. There are only two places for them to come from.

Senator SMITH. Name them.

Mr. LOWE. That is from the north pole and the south pole, from the polar regions.

Senator SMITH. They are supposed to come from the arctic regions?

Mr. LOWE. Yes; the arctic regions.

Senator SMITH. Do you know what an iceberg is composed of?

Mr. LOWE. Ice, I suppose, sir.

Senator SMITH. Have you ever heard of an iceberg being composed not only of ice but of rock and earth and other substances?

Mr. LOWE. No, sir; never.

Senator SMITH. Did you hear the testimony of your fellow officer, Boxhall?

Mr. LOWE. No, sir.

Senator SMITH. You did not hear him describe what composed an iceberg?

Mr. LOWE. No, sir.

Senator SMITH. But you labor under the impression that they are composed entirely of ice?

Mr. LOWE. Absolutely, sir.

Senator SMITH. You said that you helped make up the chart record, did you not?

Mr. LOWE. Chart record?

Senator SMITH. Yes; you and your fellow officers worked out the details?

Mr. LOWE. We worked out the positions, sir; yes, sir.

Senator SMITH. The positions on the chart?

Mr. LOWE. No, sir; we do not use a chart. If we wish to place the position on a chart so that we may know the locality we may do so, because we have charts there.

Senator SMITH. You have them there for that purpose?

Mr. LOWE. But we work them out by tables and other things—books.

Senator SMITH. By these tables you work out the ship's position?

Mr. LOWE. Yes, sir.

Senator SMITH. From the astronomical observations?

Mr. LOWE. Yes, sir.

Senator SMITH. And the course of the ship?

Mr. LOWE. Yes, sir; we work out the course, too.

Senator SMITH. Do you determine from these observations whether the ship is on its course?

Mr. LOWE. Yes, sir.

Senator SMITH. Did you have any part in determining the course and position of the *Titanic* on Sunday afternoon and evening?

Mr. LOWE. I worked the course from noon to what we call the “corner”; that is, 42 north, 47 west. I really forget the course now. It is 60° 33½' west—that is as near as I can remember—and 162 miles to the corner.

Senator SMITH. From those data are you able to say whether the ship was on its true course at the time of the collision?

Mr. LOWE. I do not know, sir. I do not know where she was steaming at the time of the collision. I was in bed.

Senator SMITH. Do you know what the ship's position was at the time of the collision?

Mr. LOWE. Yes; I know what her position was.

Senator SMITH. State it.

Mr. LOWE (referring to book). Latitude 41° 46' north and 50° 13' west longitude.

Senator SMITH. From the position of the ship at the point stated, are you able to say whether she was on her true course at that time?

Mr. LOWE. Which course is that? To which course do you refer?

Senator SMITH. I refer to the course the ship was taking, which I understand is a recognized course, or lane, and well understood by vessel men, and a part of the regulations of your company.

Mr. LOWE. Yes, sir; that is the track.

Senator SMITH. Now answer my previous question.

Mr. LOWE. You can easily tell, sir, whether she was on the track or not.

Senator SMITH. I want you to tell me.

Mr. LOWE. I can easily tell.

Senator SMITH. Do it.

Mr. LOWE. I can not without anything, sir; I must have books.

Senator SMITH. Have you got a chart, so that you can?

Mr. LOWE. I have got nothing.

Senator SMITH. You say "track"?

Mr. LOWE. Yes, sir; track.

Senator SMITH. Are those tracks well understood by mariners, vessel men?

Mr. LOWE. Yes; everybody knows them, and we all try to go along that track.

Senator SMITH. How many tracks are there that are recognized by your company?

Mr. LOWE. I do not know.

Senator SMITH. In the north Atlantic?

Mr. LOWE. I am a stranger in this part.

Senator SMITH. What is that?

Mr. LOWE. You must remember this is my first voyage across here.

Senator SMITH. I understand.

Mr. LOWE. And I do not know.

Senator SMITH. I am not looking for any more information than you have, but I would like to know if you know whether there is a north track and a south track?

Mr. LOWE. Yes, sir; there are two tracks, a north track and a south track.

Senator SMITH. I would like to know whether ships going from Southampton to New York on this White Star Line are supposed to take the north track or the south track?

Mr. LOWE. That is left to the commander, sir.

Senator SMITH. And you do not know?

Mr. LOWE. I do not know.

Senator SMITH. Do you know whether upon this voyage the *Titanic* took the north track or the south track?

Mr. LOWE. We can tell if you have a track chart.

Senator SMITH. I am going to have you work that out, but I wanted to clear up any confusion over these two tracks. As I understand it, through the north Atlantic there is a north track, or lane, or route, from Southampton to New York?

Mr. LOWE. Yes, sir.

Senator SMITH. And there is a south track, or lane, or route, from New York to Southampton?

Mr. LOWE. It is the same track as the one the other way.

Senator SMITH. What I want to know is whether this ship was on the north track or the south track, and I will ask you to figure that out a little later, when you get the chart.

Mr. LOWE. I think she was on the north track.

Senator SMITH. What makes you think so?

Mr. LOWE. By the general run of things. But, anyhow, we can find that out.

Senator SMITH. Were you on duty on Sunday evening the night of the accident?

Mr. LOWE. I was on duty on Sunday evening, sir, from 6 p. m. to 8 p. m., and at 8 p. m. I went below.

Senator SMITH. Were you on duty again that night, to the time of the accident?

Mr. LOWE. I was not, sir.

Senator SMITH. And where were you assigned; where was your station during those two hours, from 6 to 8 o'clock?

Mr. LOWE. From 6 to 8 I was busy working out this slip table as I told you before, and doing various odds and ends and working a dead-reckoning position for 8 o'clock p. m. to hand in to the captain, or the commander of the ship.

Senator SMITH. What would that indicate?

Mr. LOWE. That was to indicate the position of the ship at that time, 8 o'clock.

Senator SMITH. Do you know what the position of the ship was at 8 o'clock?

Mr. LOWE. No, sir; I do not. I do not remember.

Senator SMITH. Did you make a report to the captain?

Mr. LOWE. I handed him the slip report.

Senator SMITH. Did you hand it to him personally?

Mr. LOWE. On his chart-room table.

Senator SMITH. Did you call his personal attention to it?

Mr. LOWE. No; we never do. We simply put the slip on the table; put a paper weight or something on it, and he comes in and sees it. It is nothing of any great importance.

Senator SMITH. What did you do it for?

Mr. LOWE. It has always been done, so that the position of the ship might be filled in the night order book.

Senator SMITH. Does not that constitute a part of the history of that voyage and become a part of the log?

Mr. LOWE. I am not saying it was not important for this one voyage. I am saying that in the general run of things it is not of any importance.

Senator SMITH. That is, if there is no accident?

Mr. LOWE. Yes; because there are thousands of things done previously——

Senator SMITH (interposing). But in the event of an accident?

Mr. LOWE. Oh, yes; it would play an important part then.

Senator SMITH. You are not able to give the position of this ship at 8 o'clock Sunday evening?

Mr. LOWE. No, sir; I do not remember.

Senator SMITH. You then went below, after you delivered that?

Mr. LOWE. I went to bed at 8 o'clock.

Senator SMITH. Mr. Lowe, you understand, of course, that if you could give the exact position of that ship at 8 o'clock, with the figures that you have just given of its exact position at the time of the collision, the speed of the ship could be easily ascertained, could it not, between those two points?

Mr. LOWE. Quite.

Senator SMITH. You see what I want it for. I want you to think hard and see if you can give that ship's position at 8 o'clock. How did you get the position of that ship? You say it was by dead reckoning. How did you get it?

Mr. LOWE. I got it by the chronometer.

Senator SMITH. Did you first ascertain the speed of the ship?

Mr. LOWE. We have a fair idea of what she is doing.

Senator SMITH. No; before you could obtain this position, did you first have to ascertain the speed of the ship?

Mr. LOWE. You are speaking of the 8 o'clock position, sir?

Senator SMITH. Yes.

Mr. LOWE. Her speed from noon until we turned the corner was just a fraction under 21 knots.

Senator SMITH. You say you took your watch at 6 o'clock Sunday night?

Mr. LOWE. No.

Senator SMITH. Do not misunderstand me. You went on duty from 6 o'clock to 8 o'clock that night?

Mr. LOWE. Oh, yes; that is quite right, sir.

Senator SMITH. When were you on duty before that, on Sunday?

Mr. LOWE. From noon until 4 p. m.

Senator SMITH. And off for two hours?

Mr. LOWE. Off for two hours, yes; and then on again.

Senator SMITH. You have fixed the position, or did fix the position, of that ship at 8 o'clock p. m.?

Mr. LOWE. At 8 p. m.; yes, sir.

Senator SMITH. And you did report to the captain of the ship?

Mr. LOWE. Yes, sir.

Senator SMITH. What speed did you use in getting the 8 p. m. position?

Mr. LOWE. I used the speed for the position at 8 o'clock, and got it by dividing the distance from noon to the corner by the time that had elapsed from noon until the time we were at the corner.

Senator SMITH. Were you able to fix the position accurately by taking the speed that was made by that ship at noon?

Mr. LOWE. Within a mile or two.

Senator SMITH. Why did you not take the revolutions at 8 p. m.?

Mr. LOWE. Why should we take the revolutions?

Senator SMITH. In order to be accurate.

Mr. LOWE. Do you mean to say you would be more accurate than I am?

Senator SMITH. You are the man that is making the statement. I want to know whether you fixed the position of that ship at 8 o'clock Sunday night upon the speed of the ship at noon on Sunday or upon the speed of the ship at the time you gave her position.

Mr. LOWE. You may be out just as much or more by the revolutions as I am by the hour—that is, by dead reckoning, the way I ascertained the position of the ship at 8 p. m.

Senator SMITH. In order to ascertain the ship's position accurately at 8 p. m. you must know her speed at 8 p. m., must you not?

Mr. LOWE. Her speed at 8 p. m.?

Senator SMITH. Yes.

Mr. LOWE. If you take the average speed from 12 to 6—that is giving her a run of six hours—she will not jump up in two hours, from 12 to 6 o'clock, from that average speed. You have six hours there to take a mean on.

Senator SMITH. Suppose the captain of your ship between the hours of 4 and 6 o'clock on Sunday, when you were off duty, had, because of information which had come to him from the steamship *Californian*,



that he was in the vicinity of icebergs, ordered the ship to slow down, then would your point of figuring be accurate?

Mr. LOWE. He ordered the ship to slow down, you say?

Senator SMITH. No. I am not going to have you get confused. I will have the reporter read that question.

The reporter read the question, as follows:

Suppose the captain of your ship, between the hours of 4 and 6 o'clock on Sunday, when you were off duty, had, because of information which had come to him from the steamship *Californian* that he was in the vicinity of icebergs, ordered the ship to slow down, then would your point of figuring be accurate?

Mr. LOWE. The junior officer that I relieved would have passed on the word to me before I relieved him, before I relieved the ship.

Senator SMITH. But you had means, had you not, of ascertaining definitely how fast the ship was going?

Mr. LOWE. In what way, sir? We have the log——

Senator SMITH (interposing). Between 6 and 8 o'clock.

Mr. LOWE. We have the log.

Senator SMITH. I am not finding fault with you. Perhaps you were entirely right about it when you took the average speed of this ship that day or the maximum speed; but inasmuch as you said she never had attained her maximum speed——

Mr. LOWE (interrupting). No, sir; she never had.

Senator SMITH. And inasmuch as you did not take the revolutions, I wondered whether you were strictly accurate when you defined the ship's position at 8 o'clock.

Mr. LOWE. As I told you, sir, we were working at our slip table, and that is a table based upon so many revolutions of engines and so much per cent slip, and you work that out, and that gives you so many miles per hour. This table extended from the rate of 30 revolutions a minute to the rate of 85 and from a percentage of 10 to 40 per cent slip; that is, minus. We were working it all out, and of course it was not finished.

Senator SMITH. Let us see if we understand one another.

The position of the ship at 8 o'clock could be ascertained by astronomical observations and the speed the ship was going. Is that right?

Mr. LOWE. No, sir; you do not really need that. You only need that for dead-reckoning position.

Senator SMITH. That is what you said you gave.

Mr. LOWE. Yes; but we are speaking of observations now. Observations and dead reckonings are very different.

Senator SMITH. If you had your report here, the report you made to the captain, I would not be so particular about this, because I would accept your report, as the captain probably accepted it if you heard no complaint about it; but I have not got the report. The report is not available. Therefore, if you will tell just how you got it—or if you have told it all, I will desist. I will not press it any further.

Mr. LOWE. This is the only figuring that is required to get the speed [handing the chairman a paper].

Senator SMITH. And you are able to say that the speed at that time was 21 knots?



Mr. LOWE. Twenty-one knots or under; it was really 20.95, about. If the speed had been increased or reduced during the interval when I was off duty, I would have been informed of it.

Senator SMITH. It would have been very important that you should be informed of it?

Mr. LOWE. We are informed of all. Wherever there is an altering of the course, we say, “She is doing so and so, and so and so.” “All right.” Then you are relieved.

Senator SMITH. I want to take you back just a moment to your statement that ordinarily that report would not be very valuable.

Mr. LOWE. What report is not; about altering the speed?

Senator SMITH. No; about this 8 o'clock report you made.

Mr. LOWE. No, sir; under ordinary circumstances it would not be important.

Senator SMITH. But to provide accurate information, should accident arise, that is part of the regulations and part of the duty?

Mr. LOWE. No. It is the White Star routine. The White Star Co. have regulations, just the same, in fact, as the Navy, and we all know exactly what to do, how to do it, when to do it, and where to do it. Everybody knows his business, and they do it. There is no hitch in anything.

Senator SMITH. Did you ever see the captain again after that night at 8 o'clock?

Mr. LOWE. The last time I saw the captain was just after I got out of bed.

Senator SMITH. What time?

Mr. LOWE. I do not know, sir, what time, but as near as I could judge it would be just before 12.

Senator SMITH. After the accident?

Mr. LOWE. It must have been after the accident, because the impact did not waken me.

Senator SMITH. What time did you retire?

Mr. LOWE. I went to bed at about anywhere between a quarter past 8 and half past 8.

Senator SMITH. Are you a temperate man?

Mr. LOWE. I am, sir. I never touched it in my life. I am an abstainer.

Senator SMITH. I am very glad to have you say that.

Mr. LOWE. I say it, sir, without fear of contradiction.

Senator SMITH. I am not contradicting you, and I congratulate you upon it; but so many stories have been circulated; one has just been passed up to me now, from a reputable man, who says it was reported that you were drinking that night.

Mr. LOWE. Me, sir?

Senator SMITH. That is the reason I asked the question.

Mr. LOWE. No, sir; this [indicating a glass of water] is the strongest drink I ever take.

Senator SMITH. That there might not be any misunderstanding about it, I asked that question. You retired at 8 o'clock that night?

Mr. LOWE. I was supposed to retire.

Senator SMITH. You retired from your duty?

Mr. LOWE. I was relieved from the ship at 8 o'clock.

Senator SMITH. Where was your room?

Mr. LOWE. My room?

Senator SMITH. What deck?

Mr. LOWE. It was on the boat deck.

Senator SMITH. The upper deck? Did it have a number?

Mr. LOWE. No, sir; it is labeled “Fifth officer.” There [indicating] is a plan that I drew. This [indicating] is the bridge here. That [indicating] is the wheelhouse, and this [indicating] is our chart room, and this [indicating] is the captain’s apartment, and this [indicating] is where I lived, where it says “Fifth officer.”

Senator SMITH. What other officer was there?

Mr. LOWE. There were the chief officer and the first officer—the first, second, and third and sixth officers on that side. Then on the opposite side of the ship—that is, the starboard side—the captain lived and the fourth officer, namely, Mr. Boxhall.

Senator SMITH. Mr. Lightoller was here [indicating]?

Mr. LOWE. I will write their names opposite, if you wish it.

Senator SMITH. Just put their names on this drawing.

The witness complied with the chairman’s request.

Senator SMITH. What time did you go to bed that Sunday night?

Mr. LOWE. I went between 8.15 and 8.30.

Senator SMITH. What time were you awakened?

Mr. LOWE. I do not know. I was awakened by hearing voices, and I thought it was very strange, and somehow they woke me up and I realized there must be something the matter; so I looked out and I saw a lot of people around, and I jumped up and got dressed and went up on deck.

Senator SMITH. What did you find when you got up there?

Mr. LOWE. I found that all the passengers were wearing belts.

Senator SMITH. Life belts?

Mr. LOWE. Yes, sir; I also found that they were busy getting the boats ready to go overboard.

Senator SMITH. What did you do?

Mr. LOWE. I met somebody, and they said she had struck an iceberg, and I could feel by my feet that there was something wrong.

Senator SMITH. What—a listing?

Mr. LOWE. No. I heard that term applied yesterday, and it is wrong. It is not listing; it is tipping.

Senator SMITH. I suppose he meant tipping when he said listing; but did she tip?

Mr. LOWE. This is sideways [indicating].

Senator SMITH. Could you feel her tip sideways?

Mr. LOWE. No; there was no listing. Listing is the side motion and tipping is the end motion. She was by the bow; she was very much by the bow. She had a grade downhill; a grade like that [indicating].

Senator SMITH. The bow, you say, was down?

Mr. LOWE. Down, and the stern was up.

Senator SMITH. Could you tell at about what angle she was at that time?

Mr. LOWE. Do you want the perpendicular angle or the horizontal angle?

Senator SMITH. The horizontal angle.

Mr. LOWE. I should say she was about  $12^{\circ}$  to  $15^{\circ}$  by the head.

Senator SMITH. How long was that after the impact?

Mr. LOWE. I do not know, sir.

Senator SMITH. You did not feel the impact?

Mr. LOWE. I never felt anything.

Senator SMITH. You do not know how long that was?

Mr. LOWE. I have not the slightest idea of the time, sir, because I had Greenwich time on me, and I did not look at my watch.

Senator SMITH. You were not aroused from your slumber by anyone?

Mr. LOWE. No, sir. Mr. Boxhall, the fourth officer, told me that he told me that we had struck an iceberg, but I do not remember it.

Senator SMITH. You do not remember his telling you that?

Mr. LOWE. I do not remember his telling me that.

Senator SMITH. That is, while you were——

Mr. LOWE. It must have been while I was asleep. You must remember that we do not have any too much sleep and therefore when we sleep we die.

Senator SMITH. Now, what did you do after you went out on the deck and ascertained the position of the ship in the water, and saw what had occurred?

Mr. LOWE. I first of all went and got my revolver.

Senator SMITH. What for?

Mr. LOWE. Well, sir; you never know when you will need it.

Senator SMITH. All right; go ahead.

Mr. LOWE. Then I went and helped everybody all around. Let us see; I crossed over to the starboard side. I lowered away. The first boat I helped to lower was No. 5, starboard boat. I lowered that boat away——

Senator SMITH. You lowered No. 5 boat?

Mr. LOWE. Yes. That is, under the orders of Mr. Murdock.

Senator SMITH. Did Mr. Murdock assist you?

Mr. LOWE. No; he was the senior officer; I was the junior.

Senator SMITH. On that side of the ship?

Mr. LOWE. Yes.

Senator SMITH. Was he superintending?

Mr. LOWE. He was superintending that deck.

Senator SMITH. The loading?

Mr. LOWE. He was in charge of everything there.

Senator SMITH. The loading and the lowering of the lifeboats?

Mr. LOWE. Yes, sir.

Senator SMITH. How many officers or men were there to assist you with lifeboat No. 5?

Mr. LOWE. I could not very well answer that; but I should say that there were about 6. No; more than 6; there must have been more than 6. There were about 10, I should say.

Senator SMITH. All around the station?

Mr. LOWE. It takes 2 at each winch. Then there were 2 jumped in each boat. Then there were some clearing the falls—that is, the ropes—and you can roughly estimate it at 10 men.

Senator SMITH. Who got into the boat, do you know?

Mr. LOWE. How do you mean?

Senator SMITH. You say two got into the boat? Who were the two?

Mr. LOWE. Oh, I do not know, sir.

Senator SMITH. Do you know any of the men who assisted you in lowering that lifeboat?

Mr. LOWE. No, sir; I do not, by name. But there is a man here, and had he not been here I should not have known that I had ordered Mr. Ismay away from the boat.

Senator SMITH. Did you order Mr. Ismay away from the boat?

Mr. LOWE. I did, sir.

Senator SMITH. What did you say to him?

Mr. LOWE. This was on the starboard side. I don't know his name, but I know him by sight. He is a steward. He spoke to me on board the *Carpathia*. He asked me if I knew what I had said to Mr. Ismay. I said, "I don't know Mr. Ismay." "Well," he said, "you used very, very strong language with him." I said, "Did I?" I said, "I can not help it if I did." He said, "Yes, you did," and he repeated the words. If you wish me to repeat them I will do so; if you do not, I will not.

Senator SMITH. I will first ask you this: What was the occasion for your using this harsh language to Mr. Ismay?

Mr. LOWE. The occasion for using the language I did was because Mr. Ismay was overanxious and he was getting a trifle excited. He said, "Lower away! Lower away! Lower away! Lower away!" I said—well, let it be——

Mr. ISMAY. Give us what you said.

Mr. LOWE. The chairman is examining me.

Senator SMITH. Mr. Ismay, you asked the witness to give the language?

Mr. ISMAY. I have no objection to his giving it. It was not very parliamentary.

Senator SMITH. If the language is inappropriate——

Mr. LOWE. There is only one word that might be so considered.

Mr. ISMAY. May I suggest that it be put on a piece of paper and given to you, Mr. Chairman, and you decide.

Senator SMITH. All right; write it down.

The witness, Mr. Lowe, wrote something on a piece of paper and handed it to the chairman.

Senator SMITH. You may put that into the record. You said you——

Mr. LOWE. You wish me to repeat it, sir?

Senator SMITH. You uttered this to Mr. Ismay?

Mr. LOWE. Yes; that was in the heat of the moment.

Senator SMITH. What was the occasion of it; because of his excitement, because of his anxiety?

Mr. LOWE. Because he was, in a way, interfering with my duties, and also, of course, he only did this because he was anxious to get the people away and also to help me.

Senator SMITH. What did you say to him?

Mr. LOWE. Do you want me to repeat that statement?

Senator SMITH. Yes, sir.

Mr. LOWE. I told him, "If you will get to hell out of that I shall be able to do something."

Senator SMITH. What reply did he make?

Mr. LOWE. He did not make any reply. I said, "Do you want me to lower away quickly?" I said, "You will have me drown the whole lot of them." I was on the floor myself lowering away.

Senator SMITH. You were on the boat deck, standing on the deck of the boat, the upper deck; and where did he stand?

Mr. LOWE. He was at the ship's side, like this [indicating]. This is the ship—he was hanging on the davit like this [indicating]. He said, “Lower away, lower away, lower away,” and I was slacking away just here at his feet [indicating].

Senator SMITH. The boat was being lowered?

Mr. LOWE. I was lowering away the boat myself, personally.

Senator SMITH. I want you to say what he did after you said this to him?

Mr. LOWE. He walked away; and then he went to No. 3 boat.

Senator SMITH. Alongside of yours?

Mr. LOWE. The next boat forward of mine; that is, on the same side; and I think he went ahead there on his own hook, getting things ready there, to the best of his ability.

Senator SMITH. Now, Mr. Lowe, how many people were there in the first lifeboat you lowered?

Mr. LOWE. I do not know, sir, because I was not the boss there. Mr. Murdock was running the show.

Senator SMITH. Was it full?

Mr. LOWE. Well, roughly, I should say around 50.

Senator SMITH. Around 50 in the first lifeboat that you lowered?

Mr. LOWE. Yes; roughly. I do not know, sir. You must understand that I did not count them, or anything of that sort.

Senator SMITH. Tell how many men were in that lifeboat, if you can?

Mr. LOWE. I have not the remotest idea, sir.

Senator SMITH. Were they half men and half women?

Mr. LOWE. Half men, sir? No. I should say—well, I do not know. I would say about 10.

Senator SMITH. About 10 men?

Mr. LOWE. Yes.

Senator SMITH. How many men were put into that boat for the purpose of manning her?

Mr. LOWE. I think there were five.

Senator SMITH. Who were they?

Mr. LOWE. I do not know. You must remember, it was no time to remember faces and names.

Senator SMITH. I am not criticizing you. I am trying to ascertain what you know about it. Were there any officers among those five men?

Mr. LOWE. Mr. Pitman went in either No. 5 or No. 3, but which I do not remember. I heard Mr. Murdock order him to the boat.

Senator SMITH. But which one you do not recall?

Mr. LOWE. I do not know which, but either of them.

Senator SMITH. You do not know if there was any other officer in No. 5?

Mr. LOWE. There were only four officers saved, altogether.

Senator SMITH. I am not asking that. I asked if there were any officers aside from the possibility of Mr. Pitman being in there, that you could recall?

Mr. LOWE. No, sir.

Senator SMITH. Were there any male passengers?

Mr. LOWE. I think there were a few, because we could not get any more women.

Senator SMITH. You could not get any more women in the first lifeboat?

Mr. LOWE. I do not know whether this was the first lifeboat, sir.

Senator SMITH. It was the first one you lowered?

Mr. LOWE. The first I helped to launch.

Senator SMITH. On your side of the boat?

Mr. LOWE. On the starboard side.

Senator SMITH. Yes; that is the first one that was lowered on the starboard side?

Mr. LOWE. Yes. I stated that it was the first one that I helped to put over. I did not say it was the first, at all.

Senator SMITH. I am asking you about that boat, and I am asking you whether there were any male passengers in that boat?

Mr. LOWE. I do not know. There may have been, but I do not know. If there were, there were very, very few; and I do not know whether it was that boat or No. 3 that we could not get any more women and we filled it up with men. It was one of the two.

Senator SMITH. You are unable to tell how many men were in the boat?

Mr. LOWE. I am unable to tell—that is, with any degree of accuracy—how many people, whether they were male or female, were in any of the boats—that is, on that side of the ship.

Senator SMITH. Do you know any of the men or women in that boat by name?

Mr. LOWE. No, sir.

Senator SMITH. Have you seen any of them since the accident occurred?

Mr. LOWE. No, sir; unless, as I stated, it was Mr. Pitman.

Senator SMITH. Did you have any conversation with Mrs. Douglas, of Minneapolis, aboard the *Carpathia*?

Mr. LOWE. Mrs. Douglas? I do not know her.

Senator SMITH. Or Mrs. Ryerson?

Mr. LOWE. I have lots of addresses here; but they are addresses of people who were in my boat; I do not know about anybody else's boats.

Senator SMITH. Have you a list of the persons who were in your boat?

Mr. LOWE. I have some of them, sir.

Senator SMITH. Let us see how many you have.

Mr. LOWE. It would be a pretty big book, to take all.

Senator SMITH. It will take only about fifty, in the first boat?

Mr. LOWE. Not in the first boat, sir; in my boat, I said.

Senator SMITH. In the boat you were in?

Mr. LOWE. Yes.

Senator SMITH. In your life boat?

Mr. LOWE. Yes.

Senator SMITH. I will get to that in a moment. When this first lifeboat, No. 5, was lowered; the gear and everything worked all right, did it?

Mr. LOWE. Everything went all right, sir, and it could not have been worked better.

Senator SMITH. And it was lowered with perfect safety?

Mr. LOWE. With perfect safety. That was the reason I spoke to Mr. Ismay.

Senator SMITH. When the boats and the gear are new and have been properly tested and work as they should, how many persons will



a lifeboat the size of No. 5 hold safely, on a clear night and with no sea?

Mr. LOWE. Do you mean to ask what she would hold in the water or what would she hold lowering?

Senator SMITH. No; I want you to tell me how many she will hold lowering.

Mr. LOWE. That depends upon the caliber of the man lowering her.

Senator SMITH. Does it not depend upon the gear?

Mr. LOWE. It depends upon the gear also, sir. You will say to yourself, “I will take the chance with 50 people in this boat.” Another man will say, “I am not going to run the risk of 50; I will take 25 or 30.”

Senator SMITH. All right. You were in this boat, and the question depended upon the caliber of yourself?

Mr. LOWE. No, sir; not upon me.

Senator SMITH. Upon whom; Mr. Murdock?

Mr. LOWE. Upon Mr. Murdock.

Senator SMITH. From what you saw, was that boat loaded carefully, to its proper capacity, that night?

Mr. LOWE. The lowering of that boat was not up to me.

Senator SMITH. I am not asking that; I did not ask you that at all. Read the question. If you will answer my questions we will make much better progress.

The reporter repeated the question as follows:

From what you saw, was that boat loaded carefully, to its proper capacity, that night?

Mr. LOWE. You pull me up about going around explaining matters to you, so I do not see how I can very well get at it if you pull me up on it.

Senator SMITH. I am not pulling you up.

Mr. LOWE. I say, it is a matter of opinion whether that boat was properly filled or not.

Senator SMITH. I want your opinion.

Mr. LOWE. And that depends on the man in charge of that said boat.

Senator SMITH. Let me say this to you, Mr. Lowe: Nobody is on trial here, and this is not a court; this is an inquiry. You stood there and helped load this boat, and the man who had charge of it did not survive. Now I ask you whether, in your judgment, No. 5 lifeboat was properly loaded to its capacity for safety, considering the condition of the weather and the condition of the sea? You certainly can answer that.

Mr. LOWE. Yes; she was, as regards lowering.

Senator SMITH. What is the capacity of a lifeboat like that under the British regulations?

Mr. LOWE. Sixty-five point five.

Senator SMITH. What do you mean by “point five”? Do you mean a little more?

Mr. LOWE. A boy, or something like that.

Senator SMITH. A little below 65 or a little above it?

Mr. LOWE. More than 65; 65.5.

Senator SMITH. I want that understood. Do you wish the committee to understand that a lifeboat whose capacity is 65 under the



British regulations could not be lowered with safety, with new tackle and equipment, containing more than 50 people?

Mr. LOWE. The dangers are that if you overcrowd the boat the first thing that you will have will be that the boat will buckle up like that [indicating] at the two ends, because she is suspended from both ends and there is no support in the middle.

Senator SMITH. These lifeboats were all on the upper deck?

Mr. LOWE. Yes, sir.

Senator SMITH. If it is dangerous to lower a boat from the upper deck, filled to the capacity prescribed by the British regulations——

Mr. LOWE. Yes; that is the floating capacity.

Senator SMITH. Sixty-five plus is the floating capacity?

Mr. LOWE. That is the floating capacity; that is, in the water, when she is at rest in the water. That is not when she is in the air.

Senator SMITH. I am coming to that. Then 50 would be the lowering capacity, in your judgment?

Mr. LOWE. Yes; I should not like to put more than 50 in.

Senator SMITH. Now, let me ask you this; you have had considerable experience. Mr. Boxhall says that his lifeboat contained about 23 people, as I recollect, when she was lowered. He did not load that lifeboat to its full capacity, did he, if it contained but 23, or even 35, persons?

Mr. LOWE. Half a minute, sir. You must first of all ascertain was Mr. Boxhall in charge of that boat?

Senator SMITH. I will mention Mr. Lightoller, who was in charge.

Mr. LOWE. Who was the senior officer.

Senator SMITH. He was the second officer.

Mr. LOWE. Because the junior officer does not have anything to do but as he is told, and he does it.

Senator SMITH. Mr. Lightoller was the second officer. He was in charge.

Mr. LOWE. He was the officer in charge.

Senator SMITH. If Mr. Lightoller says that the first lifeboats lowered on the port side of this boat were not loaded with more than from 25 to 35 or 37 people, they were not loaded even to their lowering capacity, were they?

Mr. LOWE. That is another way of looking at it. I told you it was purely personal what a man considered safety.

Senator SMITH. You considered 50 safe?

Mr. LOWE. I am different from another man. I may take on more risk, we will say, than you; or you may take on more risk than me.

Senator SMITH. I will pursue my inquiry. Do you know what became of lifeboat No. 5 after it reached the water?

Mr. LOWE. It got away; that is all I know.

Senator SMITH. Did you hear Mr. Pitman's testimony yesterday?

Mr. LOWE. No, sir; I was told I was not required.

Senator SMITH. Mr. Pitman said that his boat contained but 35 people when he lay on his oars about half a mile away from the *Titanic* while she was sinking.

Mr. LOWE. I do not know. I have given you the knowledge——

Senator SMITH. If Mr. Pitman was in this No. 5 boat, he was mistaken as to the number of people in it?

Mr. LOWE. Why do you say he should be mistaken?

Senator SMITH. Because he said he was in a boat with 35 people and you say that he might have been in No. 5 with 50 people.

Mr. LOWE. If he was in No. 3, and he says there were 35, he had a far better chance of ascertaining than I had. His judgment goes.

Senator SMITH. If he occupied lifeboat No. 5 and says that it contained only 35 people, in your opinion it would have accommodated at least 15 more in the lowering and at least 30 more, all together, on the water?

Mr. LOWE. No, sir; not 30 more, and I never said 30 more.

Senator SMITH. We will not have any misunderstanding at all. You say that the capacity of this lifeboat, No. 5, was 65 people plus in the water?

Mr. LOWE. Yes; 65.

Senator SMITH. If he says he had 35 people on his boat, there would have been room for 30 more on his boat, would there not?

Mr. LOWE. You first said 15 and then 30.

Senator SMITH. That makes 65. So that when he lay on his oars, if he was in lifeboat No. 5 and he heard the groaning of these people and their cries for help, he could, if he had gone toward them, have accommodated 30 more people safely in that lifeboat?

Mr. LOWE. After the ship had gone down?

Senator SMITH. Yes, sir.

Mr. LOWE. No, sir; he could not; pardon me.

Senator SMITH. Why?

Mr. LOWE. Because he would be hazarding all the rest of their lives. That is the thought that struck me, and I will give you a full explanation of that if you would like to listen to it.

Senator SMITH. If it is to the point and will not take too long, I think we may well hear it.

Mr. LOWE. I have several questions here I should like to explain.

Senator SMITH. Just explain this one first, that we are now on. Then I will proceed with the examination.

Mr. LOWE. What is that we are at now, sir?

Senator SMITH. Read the question, Mr. Reporter.

The reporter read the pending question.

Mr. LOWE. I was listening to Major—I forget his name—yesterday afternoon, and heard him say that the sailors could not row and manage a boat.

Senator SMITH. Heard who say?

Mr. LOWE. The Major.

Senator SMITH. Maj. Peuchen?

Mr. LOWE. Yes, sir.

Senator SMITH. This Canadian gentleman?

Mr. LOWE. A sailor is not necessarily a boatman; neither is a boatman a sailor, because they are two very different callings. I might pride myself that I am both—both a sailor and a boatman.

A sailor may go to sea for quite a number of years and never go into a boat, never touch an oar, whereas you put a boatman in a ship and put him to do a job, and he is useless. He does not know anything about it. That is trying to convert a boatman into a sailor. They are both very different callings. That is the reason why many of the sailors could not row.

Senator SMITH. That is the reason why the boats were not loaded to their full capacity?

Mr. LOWE. No; that is not the reason why the boats were not loaded to their full capacity.

Senator SMITH. What is the reason?

Mr. LOWE. That is about all I have to say about the sailors not being boatmen.

Senator SMITH. Can you give any reason why they were not loaded to their full capacity?

Mr. LOWE. Mr. Boxhall's boat?

Senator SMITH. The No. 5 boat that you lowered or helped to load?

Mr. LOWE. I was not in a position to see that it was loaded.

Senator SMITH. You were in a position to tell Mr. Ismay to go to hell?

Mr. LOWE. Yes; because he was interfering with us. He was interfering with me directly there.

Senator SMITH. And you told him if he would go you would be able to do something?

Mr. LOWE. Yes.

Senator SMITH. And I assume that after he went you were able to do something?

Mr. LOWE. Yes; and we did something.

Senator SMITH. I want to know from what you did, whether you believe that the reason why these boats were not loaded to their lowering capacity and to their water capacity, was because you did not have skillful men to operate them?

Mr. LOWE. No. Mr. Murdock gave the order that that was enough in the boat. He said, "Lower away," and I lowered away. Mr. Murdock was the senior officer in charge.

Senator SMITH. You do not find any fault with the shape of the boats, do you?

Mr. LOWE. No, sir; you could not have better boats.

Senator SMITH. Then you must find fault with the men that managed them.

Mr. LOWE. I find fault with the men to that extent that I have already stated, that they were not boatmen.

Senator SMITH. That they were not boatmen?

Mr. LOWE. Neither are boatmen sailors.

Senator SMITH. Why did you let them in this lifeboat, then?

Mr. LOWE. Why did I let them in the lifeboat?

Senator SMITH. Exactly; in No. 5. If they were not able to take charge of the boat when it took the water, why did you let them into this lifeboat—to save their lives, or to save the lives of the women and children?

Mr. LOWE. You could not run around asking who could row—"Can you row? Can you row?"

Senator SMITH. Did not Maj. Peuchen say here yesterday that he was asked specifically if he knew anything about it, or about handling a lifeboat, and that when he said he did he was ordered to get in? Were any such questions asked by you or by anybody near you of the men that got into this lifeboat No. 5?

Mr. LOWE. No, sir; nobody asked me, and I never asked anybody else whether they could handle a boat.

Senator SMITH. We will leave that right there, then.

What was the drill for at Southampton?

Mr. LOWE. The drill at Southampton? I suppose it was for the board of trade.

Senator SMITH. Each of the these lifeboats at Southampton was manned by eight men.

Mr. LOWE. There were two of them.

Senator SMITH. I understand.

Mr. LOWE. I was in one and the sixth officer was in the other.

Senator SMITH. And each of them was manned in that trial test by eight oarsmen?

Mr. LOWE. Yes; they were fair, as far as that goes.

Senator SMITH. Where were these men who had gone through the trial test at Southampton, when that danger arose? Do not get away from what I want.

Mr. LOWE. No, sir.

Senator SMITH. Just let us understand one another. Now, you said that each man had his station?

Mr. LOWE. Yes.

Senator SMITH. And that each was required to go through a drill?

Mr. LOWE. Yes.

Senator SMITH. That drill, of course, was for the purpose of familiarizing those people with their duties if any accident happened, was it not? Where were those men when you were loading the lifeboat No. 5?

Mr. LOWE. You must remember, sir, in the first place that we had the full ship's crew on our hands then, at Southampton, when we manned those two boats, and we had the choice of the men; and in the second place, when this accident took place there was a crowd of men—which accounts for the shortness of sailors—a crowd of men went down with the boatswain to clear away the gangway doors in the hope that we should be able to send people down there when we had lowered the boats down.

Senator SMITH. That did not require much skill, to clear away the gangway doors. Anybody could do that?

Mr. LOWE. Anybody could do it, but whom were we going to send?

Senator SMITH. But it did require some skill to lower and to satisfactorily man the lifeboats; and yet you are leaving the impression upon the committee and upon this record that the men who were familiar with those lifeboats and who had gone through the drill at Southampton, were not available when those boats were loaded and lowered. Is that the impression you desire to leave?

Mr. LOWE. No, sir; it is not.

Senator SMITH. I know there was confusion; I know there was a great emergency there, but I wondered whether the discipline was right?

Mr. LOWE. The discipline could not have been better, and what I mean to say is that you must remember that we did not have one boat to lower away; we had and we put 19 over, and when you come to split up 16 men between 19 boats, you have not got many men to juggle with. Then they are all scattered all over the place.

Senator SMITH. But you did not have very many boats. You only had 20 boats altogether.

Mr. LOWE. We had 20, and we got 19 away.

Senator SMITH. What happened to the other?

Mr. LOWE. We could not get that one off. That is, I understand that. I was not there at the time.

Senator SMITH. Was it caught in the gear?

Mr. LOWE. No, sir; it was too late. The ship went down.

Senator SMITH. Do you mean to say there was a lifeboat——

Mr. LOWE (interrupting). No; a collapsible.

Senator SMITH. Wait until I finish my question. Do you mean to say there was a lifeboat on the upper deck at the same place where these other lifeboats were that could not be filled or loaded because the ship went down too soon for that to be done?

Mr. LOWE. The boat I speak of was on top of the quarters, and they managed to get the lashings cut and it floated bottom up and they could not get it out quick enough; that is, for it to float the right way up.

Senator SMITH. That was a collapsible boat?

Mr. LOWE. That was a collapsible boat; yes.

Senator SMITH. As a matter of fact, was there not a lifeboat that got caught in the gear and could not be used?

Mr. LOWE. No; not one.

Senator SMITH. Did not Mr. Lightoller, the second officer, say the other day in New York, that there was?

Mr. LOWE. Not to my knowledge; no.

Senator SMITH. The men whose duty it was to respond promptly when the order was given to clear away and lower the boats did not appear in sufficient numbers to do that work? Is that correct?

Mr. LOWE. You want at least 8 or between 8 and 10 men to get a lifeboat ready, and you must understand that we are not getting all the lifeboats ready at once, or getting as many ready as we possibly can. Those that we get ready we are swinging out and filling with women and children. I do not really remember the number of sailors we had on board.

Senator SMITH. If it requires 8 to 10 men to fill and lower and pull away a lifeboat, and you had 8 or 10 men there for that purpose, or to assist in that work, why were not the lifeboats filled with their complement of men to do that work?

Mr. LOWE. I do not know how many of the crew were saved. I know the total crew in general was 903, and I do not know how many seamen there were.

Senator SMITH. You said in the beginning that this ship was complete.

Mr. LOWE. Complete in what sense?

Senator SMITH. That you yourself had examined these lifeboats?

Mr. LOWE. The lifeboats were all right. There was nothing wrong with them.

Senator SMITH. But there was nobody to man them?

Mr. LOWE. You must remember, sir, that there was a crowd went down to the gangway doors to get them open and we were going to load the boats and take passengers from these gangway doors.

Senator SMITH. But here is a boat, with how many constituting a crew, all together?

Mr. LOWE. A working crew of 8 to 10.

Senator SMITH. Eight to ten hundred?

Mr. LOWE. You mean the *Titanic*?

Senator SMITH. Yes.

Mr. LOWE. Nine hundred and three, I was told.

Senator SMITH. There were 903 in the crew of the *Titanic*?

Mr. LOWE. Yes.

Senator SMITH. And yet there was no one to properly man the lifeboats?

Mr. LOWE. You must remember there were a lot of them down below.

Senator SMITH. I am making all allowance for that. You were on the upper deck, and you were watching this matter. You were sufficiently interested in it so that you did not want even Mr. Ismay to interfere and did not want anybody else to interfere. I want you to answer my question if you can.

Mr. LOWE. I knew absolutely nothing about the other departments, either the stokehold department or the engineering department. We know nothing whatever, only about our own.

Senator PERKINS. It is in the testimony that there were 83 sailors.

Mr. LOWE. I do not know. We were brand new to the ship, just the same as everybody else.

Senator SMITH. If there were 83 sailors, and the testimony shows that there were 83 available men who did know how to man and how to care for a lifeboat, then there were that many, were there not, who could have handled those boats?

Mr. LOWE. No; they did not know how to man or care for lifeboats. That is why I say a sailor is not necessarily a boatman.

Senator SMITH. I understand; but you had a complement of men there who were selected because they could discharge this duty. I want to know where those men were—whether they were at the boats when you had finished the loading or whether they were not; and if they were at the boats, why were they not put into them in sufficient numbers?

Mr. LOWE. In the first place, you must remember that I was what was termed a junior officer, and I am not one of the seniors; that is, I do as the senior tells me. Certainly I have authority if I am there myself, and there only; but should there be anybody else, I give way to the senior and take his orders.

Senator SMITH. Do you know in which of the lifeboats these six men, that were on the lookout in the crow's nest, were rescued?

Mr. LOWE. The six men in the crow's nest?

Senator SMITH. Yes; Mr. Fleet and these others?

Mr. LOWE. No, sir; I do not.

Senator SMITH. But you wish us to understand from all you have said that there were not men suitable and available at that particular time to properly man these lifeboats?

Mr. LOWE. They were the same men as you get in every mercantile marine, not the British alone. You will find the best sailors going in the British marine; but that does not matter. It is the same in the American, and just the same everywhere.

Senator SMITH. I am not having a very easy time with you, because you do not seem to be willing to answer my questions.

We have asked you, and you have said, that the lifeboats were all that could be expected and that the gear and the equipment was complete. You have said that two of them were tested at Southampton, and you have said that they were only loaded to partial capacity, because there was danger in lowering, and that that danger did not



relate to the equipment, but to the capacity of the men who were doing that work.

Are you ready to admit that the men on that ship, whose duty it was to report to their stations when the order was issued to clear away the lifeboats and lower them with women and children, were not available? You can answer that very easily, and we will not argue about it another minute.

Mr. LOWE. Do you mean to ask, sir, if the men were at their boat-drill stations?

Senator SMITH. Yes.

Mr. LOWE. No; they were not.

Senator SMITH. After you had lowered the lifeboat No. 5, you proceeded to load what boat?

Mr. LOWE. No. 3.

Senator SMITH. Did you have any difficulty in filling No. 3?

Mr. LOWE. Yes, sir; I had difficulty all along. I could not get enough people.

Senator SMITH. Did anyone get into either of these lifeboats, No. 3 or No. 5, and get out again?

Mr. LOWE. I do not remember; I do not think so.

Senator SMITH. Did anyone get into either of them who was put out by your order?

Mr. LOWE. No.

Senator SMITH. Or anybody within your hearing?

Mr. LOWE. No.

Senator SMITH. Did any women attempt to get in either of these boats and not succeed in getting in?

Mr. LOWE. No, sir.

Senator SMITH. Did any men attempt to and fail to get in?

Mr. LOWE. No; not one.

Senator SMITH. Or children?

Mr. LOWE. No; because we——

Senator SMITH. Was the conduct of the people when you were loading these boats excited or otherwise?

Mr. LOWE. Everything was quite quiet and calm. The only thing—and of course you would expect that—was that the people were messing up the falls, getting foul of the falls, and I had to halloo a bit to get them off the falls. Everything else went nicely, very nicely; quietly and orderly.

Senator SMITH. Did you see families separated?

Mr. LOWE. I did.

Senator SMITH. Do you know who they were?

Mr. LOWE. Yes.

Senator SMITH. Was there anything special that occurred at such times?

Mr. LOWE. Well, when I was going in my boat—that is, No. 14—do you wish me to go on and tell it?

Senator SMITH. No; I am talking about No. 3 and No. 5, when they were being loaded and families were being separated.

Mr. LOWE. I did not see any at those boats; no.

Senator SMITH. And was there any demonstration?

Mr. LOWE. No.

Senator SMITH. Everything was quiet?

Mr. LOWE. Everything was quiet and orderly.



Senator SMITH. Was there any weeping or lamentation?

Mr. LOWE. No, not that I heard.

Senator SMITH. And with everything quiet and orderly, who selected the persons to fill these boats?

Mr. LOWE. Let us see. Mr. Murdock was on No. 5 and No. 3. Then I took one——

Senator SMITH. No, do not get away from these two. I will get to the other later. Was it a part of your duty to select the people who were to get into lifeboat No. 3 and lifeboat No. 5?

Mr. LOWE. Yes; I aided Mr. Murdock generally, but——

Senator SMITH. What did you do about it yourself? Did you arbitrarily select from the deck?

Mr. LOWE. You say “select.” There was no such thing as selecting. It was simply the first woman, whether first class, second class, third class, or sixty-seventh class. It was all the same; women and children were first.

Senator SMITH. You mean that there was a procession of women——

Mr. LOWE. The first woman was first into the boat, and the second woman was second into the boat, no matter whether she was a first-class passenger or any other class.

Senator SMITH. So there was a procession——

Mr. LOWE. A procession at both ends of the boat.

Senator SMITH. Coming toward these lifeboats?

Mr. LOWE. Yes.

Senator SMITH. Did that extend beyond the upper deck?

Mr. LOWE. No; no; there were only little knots around the deck, little crowds.

Senator SMITH. Now, as they came along, you would pass them, one at a time, into the lifeboat? What orders did you have; to pass women and children?

Mr. LOWE. I simply shouted, “Women and children first; men stand back.”

Senator SMITH. Do you know how many woman there were on the boat?

Mr. LOWE. I do not, sir.

Senator SMITH. You put them aboard as they came along, the first being served first?

Mr. LOWE. The first, first; second, second.

Senator SMITH. Regardless of class?

Mr. LOWE. Regardless of class, or nationality, or pedigree.

Senator SMITH. If it happened to be a stewardess——

Mr. LOWE. Yes; just the same, if she was a woman.

Senator SMITH. Or other woman employee?

Mr. LOWE. Any women.

Senator SMITH. Or passenger; you made no distinction, but put them into the lifeboat?

Mr. LOWE. No distinction whatsoever. Even if we had wished to draw a distinction, to select them, as you might call it, we would not know who were the stewardesses and who were not.

Senator SMITH. I have not asked you to go into that at all. I think you stated it very clearly, that you took the first woman who came and asked no questions. Now, when you filled lifeboat No. 5, did the women hesitate or demur about going in, or were they anxious to go?

Mr. LOWE. Well, I do not remember about that particular boat; but during the course of the evening I distinctly remember saying “One more woman,” or “Two more women,” or “Three more women,” and they would step forward and I would pass them into the boat.

Senator SMITH. Did you not ever call for women passengers and not get any?

Mr. LOWE. Mr. Murdock said, “That will do,” and it was stopped. Then, “Lower away.”

Senator SMITH. But you feel quite confident that there were 50 people in lifeboat No.——

Mr. LOWE (interposing). I do not, sir. I want you to understand that I can not judge with any degree of accuracy how many people there were in it.

Senator SMITH. Let it stand that way. We will not talk about it we will just let it stand that way.

Mr. LOWE. That was simply as near as I can judge.

Senator SMITH. In loading boat No. 3, did you take the same course?

Mr. LOWE. Yes; the same proceedings.

Senator SMITH. Did Officer Murdock have charge of that boat?

Mr. LOWE. Yes; he was there up to the finishing of No. 3.

Senator SMITH. Did Mr. Ismay assist in filling that boat?

Mr. LOWE. Yes; he assisted there, too.

Senator SMITH. You found him there when you turned from No. 5 to No. 3?

Mr. LOWE. He was there, and I distinctly remember seeing him alongside of me—that is, by my side—when the first detonator went off. I will tell you how I happen to remember it so distinctly. It was because the flash of the detonator lit up the whole deck. I did not know who Mr. Ismay was then, but I learned afterwards who he was, and he was standing alongside of me.

Senator SMITH. Did you say anything to him?

Mr. LOWE. I did not.

Senator SMITH. You saw him in the flash——

Mr. LOWE. Of the detonator.

Senator SMITH. Did you hear what Mr. Boxhall said about firing these rockets?

Mr. LOWE. No, sir.

Senator SMITH. Did you hear any such thing?

Mr. LOWE. Any what, sir?

Senator SMITH. Firing rockets.

Mr. LOWE. I am now speaking of it.

Senator SMITH. I know you are and that is the reason I am asking you about it.

Mr. LOWE. Yes; they were incessantly going off; they were nearly deafening me.

Senator SMITH. And you pursued the same course in loading lifeboat No. 3?

Mr. LOWE. No. 3; yes.

Senator SMITH. How many women did lifeboat No. 3 contain?

Mr. LOWE. I do not know, sir; I can not say.

Senator SMITH. Do you know any of them?

Mr. LOWE. No, sir; I do not know any of them; not one.

Senator SMITH. Have you learned since the boat was filled who any of them were?

Mr. LOWE. Since the boat was filled, no; because, as you know, one does not seem to be interested in anybody else's boat except his own; and when we were on board the *Carthage* I would go around and see—well, I don't know. I suppose you might deem them your friends; I suppose you could. They were very suddenly brought together, and all that. I used to go around among them; and I knew my boat crew.

Senator SMITH. Yes; that is quite unimportant. I want to get the number of women, if you can tell, who were put into lifeboat No. 3.

Mr. LOWE. I can not tell. I do not know.

Senator SMITH. Or the number of men?

Mr. LOWE. I do not know, sir. I can not tell.

Senator SMITH. Or the number of sailors?

Mr. LOWE. I know there must have been pretty nearly an equal percentage of men and women in No. 3.

Senator SMITH. How do you know that?

Mr. LOWE. Because there were not many women there.

Senator SMITH. Not many women there to respond?

Mr. LOWE. No, sir.

Senator SMITH. And so you took men?

Mr. LOWE. Yes, sir; so as to get the lifeboats away.

Senator SMITH. And you do not know what men were in No. 3?

Mr. LOWE. No, sir.

Senator SMITH. Were there any officers in it?

Mr. LOWE. No. As I told you before, Mr. Pitman was either in No. 3 or No. 5; which one I do not know.

Senator SMITH. But there were no other officers in lifeboat No. 3?

Mr. LOWE. No, sir.

Senator SMITH. It was about equally filled with men and women, you say?

Mr. LOWE. I should say so.

Senator SMITH. Any children in lifeboat No. 3?

Mr. LOWE. I do not know; I do not remember.

Senator SMITH. Do you know whether any of those men who filled lifeboat No. 3 were of the crew; or were they passengers?

Mr. LOWE. I can not say.

Senator SMITH. What is your judgment in regard to that?

Mr. LOWE. As far as I know—of course I gave preference to the male passengers, I should say, to the passengers rather than the crew. Do you understand me?

Senator SMITH. Yes. How many were there in lifeboat No. 3, in your opinion?

Mr. LOWE. I do not know, sir.

Senator SMITH. Was it loaded?

Mr. LOWE. She was not very heavily loaded. I should say 40 to 45, maybe. We will say 40.

Senator SMITH. The same sized boat as No. 5?

Mr. LOWE. The same sized boat; yes.

Senator SMITH. Did you have any difficulty in lowering it?

Mr. LOWE. No, sir; absolutely none.

Senator SMITH. Did you have any difficulty in manning her?

Mr. LOWE. No, sir; none.

Senator SMITH. How did it happen that you did not put more people into lifeboat No. 3 than 45?

Mr. LOWE. There did not seem to be any people there.

Senator SMITH. You did not find anybody that wanted to go?

Mr. LOWE. Those that were there did not seem to want to go. I hollered out, “Who’s next for the boat?” and there was no response.

Senator SMITH. Was the top deck crowded?

Mr. LOWE. No. There was a little knot of people on the forepart of the gymnasium door.

Senator SMITH. Do you know whether the staircase was guarded that led up to the top floor?

Mr. LOWE. No.

Senator SMITH. Were people permitted to roam as they desired over the ship?

Mr. LOWE. Everybody was free to go where they wanted to.

Senator SMITH. No restraint?

Mr. LOWE. No restraint.

Senator SMITH. And this applied to crew as well as to passengers?

Mr. LOWE. I suppose so.

Senator SMITH. Did you hear Maj. Peuchen yesterday say that a large number of the coal stokers came up onto the deck and crowded back the women and a large officer came forward and drove them away?

Mr. LOWE. Yes; I heard the major say something to that effect.

Senator SMITH. Did you see that?

Mr. LOWE. No, sir.

Senator SMITH. Was there a large number of the crew, either stokers or otherwise, on the top deck at any time?

Mr. LOWE. I think I had four or five firemen in my boat; but I do not remember seeing a crowd of them. I will say that I did not see them.

Senator SMITH. Tell me, if you can, how many men there were in lifeboat No. 3.

Mr. LOWE. I should say, maybe—I don’t know—about 25.

Senator SMITH. Have you ever seen any of them since then?

Mr. LOWE. No, sir.

Senator SMITH. Did you know any of them at the time?

Mr. LOWE. No, sir.

Senator SMITH. Then if you loaded lifeboat No. 3 with about 25 men and she contained altogether about 45 people, you had 25 men and 20 women?

Mr. LOWE. Yes; somewhere along there.

Senator SMITH. Now, you wish us to understand that there were no women available?

Mr. LOWE. Not at that time. Whether there were women there and they would not get into the boat is a different matter. I do not know.

Senator SMITH. Did you see any women there who would not leave their husbands——

Mr. LOWE. I saw some women there, but I did not have time to go and drive them away. I simply shouted, “Women and children.”

Senator SMITH. That is all apart. You do not need to say that; that simply takes time. Did you see any women, when you were loading lifeboat No. 3, who were unwilling to be separated from their husbands and their families and refused to go into the lifeboat?

Mr. LOWE. Well, they did not respond to the call.

Senator SMITH. So, after 45 people had been put into lifeboat No. 3 it was lowered?

Mr. LOWE. Yes.

Senator SMITH. Did you help lower it?

Mr. LOWE. Yes.

Senator SMITH. What did you do?

Mr. LOWE. I was standing at the side of the ship watching the after end.

Senator SMITH. Watching the after end; and was the boat lowered without difficulty?

Mr. LOWE. Yes.

Senator SMITH. Did you see it when it struck the water?

Mr. LOWE. Yes; we lowered it right down into the water.

Senator SMITH. And when it reached the water, did you see it again?

Mr. LOWE. No; I did not see it again.

Senator SMITH. You are unable to say what officer, if any, had charge of it?

Mr. LOWE. It was Mr. Pitman——

Senator SMITH. There is a possibility that it was Officer Pitman That is all you are able to say?

Mr. LOWE. That is all I am able to say. I know it was nobody else——

Senator SMITH. What did you do next?

Mr. LOWE. I went to the emergency boat.

Senator SMITH. That is a smaller boat?

Mr. LOWE. Yes.

Senator SMITH. How many will that hold?

Mr. LOWE. She is supposed to carry, I think, 40—that is, floating.

Senator SMITH. And how many lowering?

Mr. LOWE. I should say 30.

Senator SMITH. Did you help fill that boat?

Mr. LOWE. Yes, sir.

Senator SMITH. Do you know anybody that was in that boat?

Mr. LOWE. No; I think there were about five women. I think there were parties in this boat——

Senator SMITH. Do you know who they were?

Mr. LOWE. No.

Senator SMITH. What was the number of that boat?

Mr. LOWE. No. 1.

Senator SMITH. How many women were there in No. 1?

Mr. LOWE. I do not know whether it was three—I suppose it would be about five.

Senator SMITH. And how many men?

Mr. LOWE. I suppose there would be, about as near as I can judge, 22 men.

Senator SMITH. Any children?

Mr. LOWE. I do not remember seeing any children.

Senator SMITH. Do you know any of these men?

Mr. LOWE. I do not.

Senator SMITH. Did you know any of them at the time?

Mr. LOWE. No, sir; I never met any of them.

Senator SMITH. Do you know whether there was any officer in that boat?

Mr. LOWE. No; there was not any officer.

Senator SMITH. Were there any sailors in that boat?

Mr. LOWE. I think there was a quartermaster, unless I am mistaken.

Senator SMITH. What is his name?

Mr. LOWE. I do not know, sir.

Senator SMITH. Is this the same boat that was referred to by Maj. Peuchen?

Mr. LOWE. Which boat did he refer to?

Senator SMITH. I am asking you. He said there was a quartermaster in his boat.

Mr. LOWE. No. I think it was boat No. 3 that he went in. We are now speaking of boat No. 1.

Senator SMITH. How many sailors were in that boat?

Mr. LOWE. I think there were four or five.

Senator SMITH. Who were the other men; were they passengers or members of the crew?

Mr. LOWE. The others were passengers.

Senator SMITH. All passengers?

Mr. LOWE. Yes, sir; as far as I can remember; as far as I could make out.

Senator SMITH. And all men?

Mr. LOWE. And all men.

Senator SMITH. But you can not recollect anybody that was in that boat, with the possible exception of the quartermaster?

Mr. LOWE. No, I can not.

Senator SMITH. Were you particular to see that some one was put in the boat who could handle it?

Mr. LOWE. As far as my own judgment could tell me; yes, sir. I remember asking, I remember I hollered down from the boat deck to the water and said, “Who is that in the emergency boat?” And I could not quite hear what he said.

Senator SMITH. You mean that you helped load the emergency boat, No. 1, and lowered it down to the water, 70 feet below the place where you loaded it, before you asked who was in it?

Mr. LOWE. I knew that there was a quartermaster in it, but I did not know his name.

Senator SMITH. You waited until he got 70 feet below you?

Mr. LOWE. Yes.

Senator SMITH. And then tried to ascertain his name?

Mr. LOWE. Yes.

Senator SMITH. Was that the first attempt you had made to ascertain his name?

Mr. LOWE. As far as I remember.

Senator SMITH. Did you ascertain his name?

Mr. LOWE. I heard something, but I do not remember what he said, now.

Senator SMITH. And you do not know the name of any other person in lifeboat No. 1?

Mr. LOWE. That is the emergency boat, not lifeboat No. 1. It is emergency boat No. 1.

Senator SMITH. How long did it take to lower a lifeboat, or an emergency boat, and clear her away—lower her into the water?



Mr. LOWE. I could not tell you how long it would take, because it varied.

Senator SMITH. About how long?

Mr. LOWE. I do not know that I could tell you how long.

Senator SMITH. Did it take 20 minutes; or approximately how long?

Mr. LOWE. Yes; I should say, from the start to finish of putting a boat over, until you get her into the water, it will take you somewhere about 20 minutes.

Senator SMITH. And does that include uncovering the boat, taking the canvas or covering off of it?

Mr. LOWE. You will have to uncover it, and let go your gripes, and all that.

Senator SMITH. I say, does that time include that?

Mr. LOWE. Yes.

Senator SMITH. You had lowered 5 and 3 and 1. If it took you about 20 minutes on each, you were an hour in loading these 3 boats and getting them off?

Mr. LOWE. I do not know how long I was, sir, because I did not know the time, or anything else. I was anxious to do all I could to help everybody, and I did not know anything about time.

Senator SMITH. Where did you next go?

Mr. LOWE. I next went across the deck.

Senator SMITH. To the other side?

Mr. LOWE. To the other side, that is, the port side, and I met the sixth officer, Moody, and asked Moody, “What are you doing?” He said, “I am getting these boats away.” So we filled both 14 and 16 with women and children.

Senator SMITH. Which one did you fill first?

Mr. LOWE. No. 14. I did not fill 16; Moody filled 16.

Senator SMITH. You filled 14?

Mr. LOWE. Yes.

Senator SMITH. Was Mr. Lightoller, the second officer, there?

Mr. LOWE. He was there a part of the time, and he went away somewhere else. He must have gone to the second boat forward.

Senator SMITH. Who had charge of the loading of lifeboat No. 14?

Mr. LOWE. I had.

Senator SMITH. And how many people did you put into it?

Mr. LOWE. Fifty-eight.

Senator SMITH. How many women; do you know?

Mr. LOWE. They were all women and children, bar one passenger, who was an Italian, and he sneaked in, and he was dressed like a woman.

Senator SMITH. Had woman's clothing on?

Mr. LOWE. He had a shawl over his head, and everything else; and I only found out at the last moment. And there was another passenger that I took for rowing.

Senator SMITH. Who was that?

Mr. LOWE. That was a chap by the name of C. Williams.

Senator SMITH. Where did he live?

Mr. LOWE. I do not know where he lived.

Senator SMITH. Have you ever seen him since?

Mr. LOWE. Yes; I saw him since, on board the *Carpathia*.

Senator SMITH. Was he one of the men whose names you have on that paper?



Mr. LOWE. I have his name; that is, his home address, but not his New York address.

Senator SMITH. I would like his home address.

Mr. LOWE. I can give you that. Will you have it now?

Senator SMITH. Yes; also the name of any other man or woman in the boat that you know, and their address.

Mr. LOWE (referring to book). “C. Williams, racket champion of the world,” he has here, “No. 2 Drury Road, Harrow-on-the-Hill, Middlesex, England.”

Senator SMITH. Give all the others?

Mr. LOWE. You want them in my own boat, sir.?

Senator SMITH. Yes; you said you had the names of all in the boat.

Mr. LOWE. You see, I was in charge of five boats.

Senator SMITH. But this is of the boat you were in yourself, No. 14?

Mr. LOWE. Yes. I will give them to you.

Senator SMITH. This is the one you loaded?

Mr. LOWE. You want those in the boat from the davits, not what I picked up?

Senator SMITH. No, I am going to ask you that later.

Mr. LOWE. The next were Mrs. A. T. Compton, and Miss S. R. Compton, Laurel House, Lakewood, N. J.

Senator SMITH. Go ahead a little faster, if you can.

Mr. LOWE. That is all.

Senator SMITH. Those are the only names you took down?

Mr. LOWE. Out of my own particular boat.

Senator SMITH. I thought you had a card there that they had signed with their autographs.

Mr. LOWE. Who?

Senator SMITH. These passengers who were in your own boat, No. 14.

Mr. LOWE. No, sir; I am no autograph hunter.

Senator SMITH. I understand; but I thought you told me you had a card of that kind.

Mr. LOWE. No, sir.

Senator SMITH. You say there were how many people in your boat?

Mr. LOWE. Fifty-eight, sir.

Senator SMITH. And that was when you left the davits?

Mr. LOWE. That was when I left the davits.

Senator SMITH. How many people got into that boat after it reached the water, or at any other deck?

Mr. LOWE. None, sir. You see, I chased all of my passengers out of my boat and emptied her into four other boats that I had. I herded five boats all together.

Senator SMITH. Yes; what were they?

Mr. LOWE. I was in No. 14. Then I had 10, I had 12, and I had another collapsible, and one other boat the number of which I do not know. I herded them together and roped them—made them all tie up—and of course I had to wait until the yells and shrieks had subsided—for the people to thin out—and then I deemed it safe for me to go amongst the wreckage. So I transferred all my passengers—somewhere about 53 passengers—from my boat, and I equally distributed them between my other four boats. Then I asked for volunteers to go with me to the wreck, and it was at this time that I

found this Italian. He came aft, and he had a shawl over his head and I suppose he had skirts. Anyhow, I pulled this shawl off his face and saw he was a man. He was in a great hurry to get into the other boat, and I caught hold of him and pitched him in.

Senator SMITH. Pitched him in?

Mr. LOWE. Yes; because he was not worthy of being handled better.

Senator SMITH. You pitched him in among the women?

Mr. LOWE. No, sir; in the fore part of the lifeboat in which I transferred my passengers.

Senator SMITH. Did you use some pretty emphatic language when you did that?

Mr. LOWE. No, sir; I did not say a word to him.

Senator SMITH. Just picked him up and pitched him into this other lifeboat?

Mr. LOWE. Yes. Then I went off and I rowed off to the wreckage and around the wreckage and I picked up four people.

Senator SMITH. Dead or alive?

Mr. LOWE. Four alive.

Senator SMITH. Who were they?

Mr. LOWE. I do not know.

Senator SMITH. Have you ever found out?

Mr. LOWE. I do not know who these three live persons were; they never came near me afterwards, either to say this, that, or the other. But one died, and that was a Mr. Hoyt, of New York, and it took all the boat's crew to pull this gentleman into the boat, because he was an enormous man, and I suppose he had been soaked fairly well with water, and when we picked him up he was bleeding from the mouth and from the nose. So we did get him on board and I propped him up at the stern of the boat, and we let go his collar, took his collar off, and loosened his shirt so as to give him every chance to breathe; but, unfortunately, he died. I suppose he was too far gone when we picked him up. But the other three survived. I then left the wreck. I went right around and, strange to say, I did not see a single female body, not one, around the wreckage.

Senator SMITH. Did you have a light in your boat?

Mr. LOWE. No, sir. I left my crowd of boats somewhere, I should say, about between half past 3 and 4 in the morning, and after I had been around it was just breaking day, and I am quite satisfied that I had a real good look around, and that there was nothing left.

Senator SMITH. Now. I am going to stop you there just for a moment. You can tell what you did then?

Mr. LOWE. Then what?

Senator SMITH. After you looked around, then what did you do?

Mr. LOWE. I then thought—well, the thought flashed through my mind, “Perhaps the ship has not seen us in the semigloom.”

Senator SMITH. The *Carpathia*?

Mr. LOWE. Yes. I could see her coming up, and I thought, “Well, I am the fastest boat of the lot,” as I was sailing, you see. I was going through the water very nicely, going at about, well, I should say, four knots, five knots, maybe; it may have been a little more; it may have been six; but, anyhow, I was bowling along very nicely.

Senator SMITH. In the direction of the *Carpathia*?

Mr. LOWE. In the direction of the *Carpathia*. And I thought, “I am the fastest boat, and I think if I go toward her, for fear of her leaving us to our doom”—that is what I was scared about, and you will understand that day was dawning more and more as the time came on.

Senator SMITH. I assume that to be so.

Mr. LOWE. And by and by, I noticed a collapsible boat, and it looked rather sorry, so I thought, “Well, I will go down and pick her up and make sure of her.” So I went about and sailed down to this collapsible, and took her in tow.

Senator SMITH. Whom did you find in control of this collapsible?

Mr. LOWE. I do not know, sir; because you must understand that when we are on shipboard we do not call men, so and so, by their names.

Senator SMITH. I did not know but what you might designate him.

Mr. LOWE. If we want a quartermaster we do not say Bright, or whatever his name is; we say “Quartermaster.”

Senator SMITH. I do not care about that feature. I will ask you a straight question, whether you know anybody that was in that collapsible boat.

Mr. LOWE. I knew one.

Senator SMITH. Who?

Mr. LOWE. I think she was in that boat; that is Mrs. H. B. Harris, of New York. She had a broken arm.

Senator SMITH. But you did not know anyone else?

Mr. LOWE. You must understand that by this time my first boat's crew had got scattered.

Senator SMITH. I am not asking about that, at all; I am asking whether you knew anyone in this collapsible boat that you attached to your own, except this woman?

Mr. LOWE. Mrs. Harris; that is all.

Senator SMITH. Did you come to know any of them afterwards?

Mr. LOWE. No, sir.

Senator SMITH. I want to take you back a moment. Before you transferred the 53 people from your lifeboat, No. 14, to other lifeboats, including this Italian in woman's attire, you say you lay off a bit. Where; how far from the *Titanic*?

Mr. LOWE. I lay off from the *Titanic*, as near as I could roughly estimate, about 150 yards, because I wanted to be close enough in order to pick up anybody that came by.

Senator SMITH. I understand; but you said you lay off a bit to wait until it quieted down.

Mr. LOWE. Yes.

Senator SMITH. Until what quieted down?

Mr. LOWE. Until the drowning people had thinned out.

Senator SMITH. You lay off a bit until the drowning people had quieted down?

Mr. LOWE. Yes.

Senator SMITH. Then you went to the scene of the wreck?

Mr. LOWE. Yes.

Senator SMITH. Had their cries quieted down before you started?

Mr. LOWE. Yes; they had subsided a good deal. It would not have been wise or safe for me to have gone there before, because the whole lot of us would have been swamped and then nobody would have been saved.

Senator SMITH. But your boat had, according to your own admission, a water capacity of 65 people?

Mr. LOWE. Yes; but then what are you going to do with a boat of 65 where 1,600 people are drowning?

Senator SMITH. You could have saved 15.

Mr. LOWE. You could not do it, sir.

Senator SMITH. At least, you made no attempt to do it?

Mr. LOWE. I made the attempt, sir, as soon as any man could do so, and I am not scared of saying it. I did not hang back or anything else.

Senator SMITH. I am not saying you hung back. I am just saying that you said you lay by until it had quieted down.

Mr. LOWE. You had to do so. It was absolutely not safe. You could not do otherwise, because you would have hundreds of people around your boat, and the boat would go down just like that [indicating].

Senator SMITH. About how long did you lay by?

Mr. LOWE. I should say an hour and a half; somewhere under two hours.

Senator SMITH. On your oars?

Mr. LOWE. No; we did not. We unshipped our oars, and I made the five boats fast together and we hung on like that.

Senator SMITH. Did you see the *Titanic* sink?

Mr. LOWE. I did, sir.

Senator SMITH. How long after you left her side in the lifeboat did she sink?

Mr. LOWE. I suppose about half an hour. No—yes; somewhere about half an hour.

Senator SMITH. Then you laid an hour after she sank?

Mr. LOWE. An hour after she sank.

Senator SMITH. Before going to the scene of the wreck?

Mr. LOWE. Before going to the scene of the wreck.

Senator SMITH. You were about 150 yards off?

Mr. LOWE. I was just on the margin. If anybody had struggled out of the mass, I was there to pick them up; but it was useless for me to go into the mass.

Senator SMITH. You mean for anybody?

Mr. LOWE. It would have been suicide.

Senator SMITH. Do you mean that if anybody had applied to you for permission to get aboard, you would have accorded them the right?

Mr. LOWE. I would have taken anybody and everybody; that is, because we could have handled them there. We could never have handled them in the mass.

Senator SMITH. I just wanted to see what you did toward it. How did the *Titanic* go down?

Mr. LOWE. She went down bow first and inclined at an angle. That is, when she took her final plunge she was inclined at an angle of about 75°.

Senator SMITH. Almost perpendicular?

Mr. LOWE. Pretty well. On an angle about like that [indicating].

Senator SMITH. Were you close enough to see whether there were any people on the afterdecks at that time?

Mr. LOWE. No, sir. It was pretty dark, and we could not see them.

Senator SMITH. Did you see any fire on the *Titanic*?

Mr. LOWE. No, sir.

Senator SMITH. Did you hear any explosion?

Mr. LOWE. I heard explosions, yes; I should say about four.

Senator SMITH. At what time with reference to your departure from the ship?

Mr. LOWE. That was after I left the ship.

Senator SMITH. What time was it with reference to your departure from the ship?

Mr. LOWE. About, I should say, a quarter of an hour or 20 minutes.

Senator SMITH. About 20 minutes?

Mr. LOWE. Yes.

Senator SMITH. When you left the ship's side in lifeboat No. 14, you said you had about 53 people?

Mr. LOWE. Fifty-eight people; that is, 53 passengers.

Senator SMITH. And when you lay by outside with boats 10 and 12——

Mr. LOWE (interrupting). Boats 10 and 12 and 14 and the collapsible.

Senator SMITH. You then took out of your boat 53 of these people and distributed them in the other boats?

Mr. LOWE. Yes, sir.

Senator SMITH. When you did that, did you feel that you were taxing the capacity of the other boats?

Mr. LOWE. What had you to do? You had to do something.

Senator SMITH. But you did not do anything at that time? You took those people out and placed them in these other boats, including the Italian that you ejected. You waited until things had quieted down, an hour and a half, and then sailed around the place where the *Titanic* had sunk, and you found three people, all of whom you took into your boat, one of whom died. When you went alongside the *Carthage*, how many people were in your boat?

Mr. LOWE. There were about 45.

Senator SMITH. Where did you get them?

Mr. LOWE. I got them out of the sinking collapsible.

Senator SMITH. An overturned collapsible?

Mr. LOWE. No, sir; it was a collapsible that some wreckage had pierced. I was coming to that when you stopped me.

Senator SMITH. I would like to have you come to it now.

Mr. LOWE. I had taken this first collapsible in tow, and I noticed that there was another collapsible in a worse plight than this one that I had in tow. I was just thinking and wondering whether it would be better for me to cut this one adrift and let her go, and for me to travel faster to the sinking one, but I thought, “No, I think I can manage it”; so I cracked on a bit, and I got down there just in time and took off, I suppose, about 20 men and 1 lady out of this sinking collapsible.

Senator SMITH. Did you leave any bodies on there?

Mr. LOWE. I left three bodies on it.

Senator SMITH. What was the number of that boat?

Mr. LOWE. I do not know, sir; it was one of the collapsibles.

Senator SMITH. But you took off of it 20 men?

Mr. LOWE. About 20 men.

Senator SMITH. And three women?

Mr. LOWE. One woman.

Senator SMITH. And left on board how many?

Mr. LOWE. Three male bodies.

Senator SMITH. So that in this damaged collapsible there were 24 people, all together?

Mr. LOWE. Twenty-one and three are twenty-four, all together; yes, sir.

Senator SMITH. What became of the other three that you left on it?

Mr. LOWE. As to the three people that I left on her—of course, I may have been a bit hard hearted, I can not say—but I thought to myself, “I am not here to worry about bodies; I am here for life, to save life, and not to bother about bodies,” and I left them.

Senator SMITH. Were they dead when you left them?

Mr. LOWE. They were dead; yes, sir. The people on the raft told me they had been dead some time. I said, “Are you sure they are dead?” They said, “Absolutely sure.” I made certain they were dead, and questioned them one and all before I left this collapsible.

Senator SMITH. Did you attempt to find anything on their persons that would identify them?

Mr. LOWE. No, sir; I did not.

Senator SMITH. Do you know whether anyone did?

Mr. LOWE. No, sir; nobody; because they were all up to their ankles in water when I took them off. Another three minutes and they would have been down.

Senator SMITH. From what you saw of these three persons would you say, or could you say, whether they were old or young?

Mr. LOWE. No, sir; I would not like to state anything. All that I can state is that they were male.

Senator SMITH. They were men?

Mr. LOWE. Yes.

Senator SMITH. Were they of the crew or passengers?

Mr. LOWE. That I would not like to say.

Senator SMITH. You could not tell?

Mr. LOWE. No, sir.

Senator SMITH. Did they have life preservers on, or did they not?

Mr. LOWE. I think they had life belts on.

Senator SMITH. Have you ever learned since that night who those three people were?

Mr. LOWE. No, sir.

Senator SMITH. Mr. Lowe, after taking these passengers from that collapsible that was injured, you headed in the direction of the *Carpathia*?

Mr. LOWE. Yes; I left for the *Carpathia*.

Senator SMITH. Did you succeed in landing them?

Mr. LOWE. I landed everybody.

Senator SMITH. All of them?

Mr. LOWE. And the corpse included.

Senator SMITH. Including the corpse of the man that had died on your boat?

Mr. LOWE. Yes.

Senator SMITH. What, if anything, did you do after that?

Mr. LOWE. There was nothing to do, sir. What was there to do?

Senator SMITH. I did not say there was anything. I simply asked what you did.



Mr. LOWE. No, sir; there was nothing to do.

Senator SMITH. I do not want to press you about the matter too hard, nor do I want to overtax you, but I would like to know whether, in the early morning of Monday, you passed near or counted the icebergs you saw; I believe about a dozen or so of them?

Mr. LOWE. There must have been about a dozen; somewhere from 12 to 20, I should say.

Senator SMITH. Do you know anything more about this accident that bears upon the question of the discipline of the men, and the collision or impact, than you have stated?

Mr. LOWE. No, sir; I do not know any more.

Senator SMITH. We will not go over it all, or any of it, for that matter. I will be very glad if you will complete the point that I made regarding the manner in which you took the boat's position at 8 p. m. Sunday. You said you could do that from the chart. If you will kindly do so——

Mr. LOWE. I can not do it on that thing, sir [indicating].

Senator SMITH. You can not do it on that chart?

Mr. LOWE. No, sir.

Senator SMITH. Have you anything, Mr. Franklin, from which he could make that figure?

Mr. FRANKLIN. I do not think so. He would have to have his instruments and calculations and tables to do it.

Senator SMITH. Then you are unable to give that information accurately from any data you have?

Mr. LOWE. No, sir; I can not.

Mr. FRANKLIN. Let him do it and submit it as part of his testimony.

Senator SMITH. I would like very much if you can work it out and hand it to me as part of your testimony. I would like to insert it in the record.

Mr. LOWE. I do not remember the course that she steered, from then on. You must have the course.

Senator SMITH. Is that absolutely necessary——

Mr. LOWE. Oh, yes; if——

Senator SMITH. Wait a moment. Would the course at 8 o'clock be necessary to determine the speed at noon that day?

Mr. LOWE. No, sir. The course——

Senator SMITH. All right; stop right there, then, if it would not.

Would the course be necessary at 8 p. m. to determine the astronomical position?

Mr. LOWE. The astronomical position is found independent of the course.

Senator SMITH. Exactly. Then it is necessary.

Mr. LOWE. But the position that I mentioned to you was not observation. It was D. R.—that is, dead reckoning.

Senator SMITH. I know you said it was dead reckoning, but I thought the speed was necessary.

Mr. LOWE. Oh, yes; you must have the speed.

Senator SMITH. If you will kindly work out and put into the record the time from which you reckoned the speed, and give me, as nearly as possible, such information as you had, which enabled you to report to the captain Sunday night at 8 o'clock the position of the *Titanic*, I shall be glad to have it as part of your sworn testimony.



Do any of the other members of the committee desire to ask any questions at this time?

Senator PERKINS. Mr. Lowe, as assistant navigating officer, what were the different methods by which you could ascertain the position of the ship? How many different methods were there?

Mr. LOWE. There is the sun——

Senator PERKINS. That is under the head of astronomical observations. The next one is by means of the revolutions of the engines or propellers, and the next one on the log. Did you take them every two hours?

Mr. LOWE. We have the log every two hours, and we are all the time navigating. We do not take observations once a day. We perhaps take 25 or 30 observations a day.

Senator PERKINS. The duty of the quartermaster is to take the record of the log, is it not?

Mr. LOWE. The quartermaster takes the log.

Senator PERKINS. Do you compare that with the revolutions of the engines?

Mr. LOWE. We ring him up, and we see how she is doing with the revolutions, whether she is going faster or going slower; and you will find a corresponding difference in the log.

Senator PERKINS. Then you put the position on the chart for the information of the captain?

Mr. LOWE. You send it in with the chit.

Senator SMITH. Do you know, Mr. Lowe, whether the *Titanic* received on Sunday a wireless message from the *Amerika* reporting ice, which message the *Titanic* repeated to Cape Race?

Mr. LOWE. I do not know, sir.

Senator SMITH. Did you hear anything about it?

Mr. LOWE. I know there was something on about ice, but I do not know anything about it.

Senator SMITH. Did you hear anything about it?

Mr. LOWE. I remember there was a position there, on the chart, something about ice, but I do not remember what it was.

Senator SMITH. Do you mean there was something indicated on the chart?

Mr. LOWE. There was a slip that showed the position of the ice, the latitude and longitude; but who reported it, or anything else, I do not know anything about it.

Senator SMITH. And you did not examine it carefully yourself?

Mr. LOWE. No, sir.

Senator SMITH. Can you tell me what that position was from recollection?

Mr. LOWE. What position, sir?

Senator SMITH. Of the ice described in the chart room on this memorandum.

Mr. LOWE. No, I can not. It is useless for me to try.

Senator SMITH. Was this an official memorandum, evidently?

Mr. LOWE. What, sir?

Senator SMITH. Was this memorandum that you say you saw in the chart room prepared by some officer of the ship?

Mr. LOWE. Yes, sir; I suppose it would have been. It could not have been put there by anybody else, because it was in our own chart room. The captain has a chart room of his own and we have one.

Senator SMITH. Was it lying loose on the table?

Mr. LOWE. No; it was stuck in the frame.

Senator SMITH. You took it out of the frame?

Mr. LOWE. No, sir; I did not.

Senator SMITH. Did you go up to the frame?

Mr. LOWE. The frame is just above the table, and I saw it there.

Senator SMITH. Did you go up to it?

Mr. LOWE. I saw it there casually.

Senator SMITH. What did it say?

Mr. LOWE. I do not know the words—something about 40 something—I do not remember now what it was.

Senator SMITH. Was that the place where they usually kept those warnings?

Mr. LOWE. The notice board. We have a notice board.

Senator SMITH. A rack used for that purpose?

Mr. LOWE. It is more prominent where this chit was, for the simple reason that you always face that direction when you are working on the tables.

Senator SMITH. Were you working on a table?

Mr. LOWE. Yes; I was working at the slip table.

Senator SMITH. And as you were working at the slip table, you could look up and see this report?

Mr. LOWE. But I did not take any notice of it. It was only just the position, the latitude and longitude.

Senator SMITH. Can you give that position?

Mr. LOWE. And the word “ice” was above it.

Senator SMITH. Can you give that position?

Mr. LOWE. No, sir; I can not. It is no good for me to try.

Senator SMITH. You are unable to say whether that was a wireless communication or whether that information was written down by some officer on that ship?

Mr. LOWE. When you come to think of it, it could not have been anything else but wireless.

Senator SMITH. Then, according to your impression, there was a wireless warning of that kind in the chart room, indicating the position in which ice might be expected at that hour or at that time?

Mr. LOWE. That is my conclusion; yes.

Senator SMITH. And you did not examine it carefully?

Mr. LOWE. No. I just looked at it casually.

Senator SMITH. What time of day was this?

Mr. LOWE. That would be some time after 2, I suppose.

Senator SMITH. On Sunday?

Mr. LOWE. Two p. m., Sunday.

Senator SMITH. Did you ever see that memorandum again?

Mr. LOWE. No.

Senator SMITH. Did you ever ask for it again?

Mr. LOWE. No.

Senator SMITH. Did anybody ever call your attention to it again?

Mr. LOWE. No.

Senator SMITH. Do you know whether it was signed by anyone?

Mr. LOWE. No.

Senator SMITH. Do you know whether the name of any ship was attached to it?

Mr. LOWE. No. I expect it was a copy of just the position, and some message that we received. I do not know.

Senator SMITH. No; I am not asking you whether you know all about that, or whether it was a copy or not. I am asking——

Mr. LOWE (interrupting). No; there was no signature or anything.

Senator SMITH. There was none?

Mr. LOWE. No.

Senator SMITH. What did you assume that was put there for, in that rack?

Mr. LOWE. For us to know that the ice was there?

Senator SMITH. Was it put there as a warning?

Mr. LOWE. I suppose it was, in a way.

Senator SMITH. Did it have that effect on you?

Mr. LOWE. But I am powerless to do anything——

Senator SMITH. I did not ask that. I asked if it affected you as a warning?

Mr. LOWE. I can not say that it did. It simply said that the ice was there, and that is all I know about it.

Senator SMITH. Did you communicate what you saw on that piece of paper to anyone else?

Mr. LOWE. No, not that I remember.

Senator SMITH. Do you know whether the ice referred to was on the track of your ship?

Mr. LOWE. I think it was to the northward of our track.

Senator SMITH. What makes you think so?

Mr. LOWE. That is the idea I have. I do not know. I do not know what inferences—I thought it was to the north of us.

Senator SMITH. You assume it was to the north because the icebergs were coming from the north? Is that the reason?

Mr. LOWE. I do not know, sir.

Senator SMITH. I will read to you a message that is reported to have been communicated by the *Amerika* to the *Titanic*:

S. S. “ AMERIKA ” (VIA “ TITANIC ” AND CAPE RACE),  
Newfoundland, April 14, 1912.

HYDROGRAPHIC OFFICE,  
Washington, D. C.:

*Amerika* passed two large icebergs M. 41.27, N. 50, 8 W., on the 14th of April.

KNUTH.

Was that the message you saw?

Mr. LOWE. No, sir; I saw no message, only what I saw was that a chit was struck in the edge of the frame with the latitude and longitude down, and I saw no message whatever.

Senator SMITH. Did you hear anything about any warning from the steamship *Californian* having been given?

Mr. LOWE. No; no.

Senator SMITH. Or from any other boat?

Mr. LOWE. No.

Senator SMITH. Or from any other source?

Mr. LOWE. No, sir.

Senator SMITH. This is the only warning you saw?

Mr. LOWE. I do not say I saw that, sir.

Senator SMITH. And you did not take particular pains to familiarize yourself with that?

Mr. LOWE. I did not say I saw that, sir. I did not stipulate that I saw that, sir.

Senator SMITH. I did not say you did. I am not saying you saw this.

Mr. LOWE. I simply saw, as I tell you, a position, and the word “Ice” above it, and the position—latitude and longitude—stuck in the angle of a frame on the chart-room wall, you might say, or side; and that is all I know about it.

Senator SMITH. That was Sunday?

Mr. LOWE. That was Sunday afternoon.

Senator SMITH. Did that look like a recent or new paper on that rack?

Mr. LOWE. It was not strikingly so, sir. There was nothing particular about it.

Senator SMITH. If it had been there before——

Mr. LOWE. It must have been new, because it had not been there before.

Senator SMITH. Yes; you would have seen it had it been there before. One more question and I will let you go. Did you hear any pistol shots?

Mr. LOWE. Yes.

Senator SMITH. And by whom were they fired Sunday night?

Mr. LOWE. I heard them, and I fired them.

Senator SMITH. Where?

Mr. LOWE. As I was going down the decks, and that was as I was being lowered down.

Senator SMITH. In lifeboat——

Mr. LOWE. Lifeboat No. 14.

Senator SMITH. What did you do?

Mr. LOWE. As I was going down the decks I knew, or I expected every moment, that my boat would double up under my feet. I was quite scared of it, although of course it would not do for me to mention the fact to anybody else. I had overcrowded her, but I knew that I had to take a certain amount of risk. So I thought, “Well, I shall have to see that nobody else gets into the boat or else it will be a case”——

Senator SMITH. That was as it was being lowered?

Mr. LOWE. Yes; I thought if one additional body was to fall into that boat, that slight jerk of the additional weight might part the hooks or carry away something, no one would know what. There were a hundred and one things to carry away. Then, I thought, well, I will keep an eye open. So, as we were coming down the decks, coming down past the open decks, I saw a lot of Italians, Latin people, all along the ship's rails—understand, it was open—and they were all glaring, more or less like wild beasts, ready to spring. That is why I yelled out to look out, and let go, bang, right along the ship's side.

Senator SMITH. How far from the ship's side was the lifeboat you were in?

Mr. LOWE. I really do not know. I should say—oh, 3 or 4 feet.

Senator SMITH. It cleared each deck 3 to 4 feet?

Mr. LOWE. I mean to say she was about that much off the ship's side.

Senator SMITH. Exactly.

Mr. LOWE. She came down just like this [indicating], off the ship's side, 3 feet off.

Senator SMITH. There was a space there of from 3 to 4 feet?

Mr. LOWE. I will withdraw 4 feet and say 3 feet.

Senator SMITH. There was a space of 3 feet between the side of the boat and the ship's side?

Mr. LOWE. That is right.

Senator SMITH. And as you went down you fired these shots?

Mr. LOWE. As I went down I fired these shots and without intention of hurting anybody and also with the knowledge that I did not hurt anybody.

Senator SMITH. You are positive of that?

Mr. LOWE. I am absolutely positive.

Senator SMITH. How do you know?

Mr. LOWE. How do I know? Because I looked where I fired.

Senator SMITH. It was a dark night, was it not, to see?

Mr. LOWE. Oh, but I could see where I was shooting. A man does not want to shoot over here and look over here [indicating], or to shoot here and look here [indicating], but to look where he shoots. I shot between the boat and the ship's side, so these people would hear and see the discharge.

Senator SMITH. You shot this revolver through that 3-foot space?

Mr. LOWE. Yes; I think I fired three times. There were three decks.

Senator SMITH. How far were you below the boat deck where you were loading the passengers when you fired your first shot?

Mr. LOWE. How far was I below the boat deck?

Senator SMITH. Yes.

Mr. LOWE. I was on the boat deck.

Senator SMITH. When you fired the shots?

Mr. LOWE. No; when I lowered the passengers.

Senator SMITH. I know that. But how far were you below the boat deck when you fired?

Mr. LOWE. There is the boat deck, 1 deck, and then 2 deck—that is, A, B, and C.

Senator SMITH. Were you below C deck when you fired?

Mr. LOWE. No; I finished up at C.

Senator SMITH. Were you below B deck when you fired?

Mr. LOWE. Yes, sir.

Senator SMITH. Do you mean to tell me that these Italians were crowding around the boat deck, A deck or B deck, glaring at you?

Mr. LOWE. They were hanging around those open decks, with the windows open, because you do not want better proof than seeing them.

Senator SMITH. You fired these shots up in that 3-foot space between the lifeboat you were coming down in and the *Titanic*?

Mr. LOWE. Yes, sir.

Senator SMITH. Were there any people on the rail or close to the edge of the top of the sun deck when your lifeboat was lowered?

Mr. LOWE. Were there people on the sun deck?

Senator SMITH. When your lifeboat was lowered?

Mr. LOWE. No.

Senator SMITH. Was Mr. Ismay there when your lifeboat was lowered?

Mr. LOWE. The sun deck? There is no sun deck.

Senator SMITH. Well, the boat deck. Some of your officers call it the sun deck and some of them call it the boat deck. I mean the top deck, where the lifeboats were.

Mr. LOWE. No, I did not fire it upward. I did not fire up.

Senator SMITH. Where did you fire?

Mr. LOWE. I fired horizontally.

Senator SMITH. You only had a space of 3 feet.

Mr. LOWE. Oh, no. I had more. I had the width of the boat. I was standing up in the after part of her. From the center line of the boat would give another 2 feet or so. That would be 5 feet.

Senator SMITH. But if you had fired downward toward the water you would have been limited to that space?

Mr. LOWE. Yes.

Senator SMITH. If you fired upward you would fire along the ship's side?

Mr. LOWE. Well, I fired horizontally.

Senator SMITH. Upward?

Mr. LOWE. Horizontally.

Senator SMITH. In what direction from the ship?

Mr. LOWE. Along the ship.

Senator SMITH. You are positive you did not hit anybody?

Mr. LOWE. I am absolutely positive I hit nobody. If you shoot at a man directly you can only see a round blur of the discharge, but if you shoot across him like that [indicating] you will see the length of it. I shot so for them to know that I was fully armed. That is the reason.

Senator SMITH. And that you did not propose to have anybody else in your boat?

Mr. LOWE. I did not; not a single soul more.

Senator SMITH. Nobody in addition to those who were there?

Mr. LOWE. That is all. I had quite enough.

Senator SMITH. And in order that no one should make an attempt from any deck, you fired how many shots?

Mr. LOWE. I think it was three.

Senator SMITH. What did you do with your revolver after that?

Mr. LOWE. I have got it.

Senator SMITH. Did you put it in your pocket?

Mr. LOWE. I have not got it in my pocket now——

Senator SMITH. You put it in your pocket after you fired those three shots?

Mr. LOWE. Yes; I put it in my pocket and put the safety catch on, because it is a Browning automatic. There were, I suppose, four more remaining.

Senator SMITH. What we call a seven-shooter?

Mr. LOWE. I do not know what you call it.

Senator SMITH. Well, what do you call it?

Mr. LOWE. It is an automatic. I think it carries eight.

Senator SMITH. Did you have any occasion to use it afterwards?

Mr. LOWE. None whatever, sir.

Senator SMITH. And you did not use it afterwards?

Mr. LOWE. I did not use it.

Senator PERKINS. I suggest that these papers be put in the record. This is a list of the survivors [indicating], and this other paper is the memorandum made by Mr. Pitman in regard to the ship's run.

The CHAIRMAN. They may be included as part of the record.

The papers referred to are as follows:

*First-class passengers who sailed on “ Titanic.”*

Women.....	143
Men.....	177
Boys.....	5
Total.....	325

*First-class passenger survivors.*

Women.....	131
Men.....	68
Boys.....	3
	202

*Second-class passengers who sailed on “ Titanic.”*

Men.....	157
Women and children.....	128
Total.....	285

*Second-class passenger survivors.*

Men.....	12
Women and children.....	106
Total.....	118

*Third-class passengers according to sex who embarked on the “ Titanic.”*

	Male.	Female.
Southampton.....	366	129
Cherbourg.....	67	38
Queenstown.....	53	57
Total.....	486	224

*Number of survivors according to sex.*

Male.....	85
Female.....	93

MEMORANDUM OF MR. PITMAN.

	Time.	
2/20 Daunts Rock Ship.	H.	m.
	24	58
	2	20
	—	—
	22	38
22.6) 484 (20.14 knts. per hr.		
326		
1000		
96		
1st day.		
24.7) 519 (21.0 knts. per hour.	H.	m.
250	24	00
3		44
	—	—
	24	44



2nd day.		Time.	
		H.	m.
24.7) 546 (22.1 knts. per hour.		24	00
520			44
26			
<hr/>		<hr/>	<hr/>
		24	44
3rd day.			

20. 14  
21. 00  
22. 10  

---

3) 63. 24  

---

Mean 21.08 hourly speed.

Thereupon, at 2.30 o'clock p. m., the committee took a recess until 3.30 o'clock p. m.

### AFTERNOON SESSION.

The committee met, pursuant to the taking of recess, at 3.45 o'clock p. m.

### TESTIMONY OF SECOND OFFICER C. H. LIGHTOLLER—Resumed.

Senator SMITH. You have already been sworn. You were the second officer, and are the ranking surviving officer, of the *Titanic*?

Mr. LIGHTOLLER. Yes, sir.

Senator SMITH. My examination of you in New York went as far as I care to go at the present time, and I will see if my colleagues care to ask anything.

Senator BURTON, do you desire to ask anything?

Senator BURTON. No.

Senator SMITH. Senator Bourne?

Senator BOURNE. I would like to ask Mr. Lightoller a few questions. As I understand, you had 15 compartments, in effect, on the *Titanic*?

Mr. LIGHTOLLER. Yes, sir.

Senator BOURNE. You had a false bottom, which gave top doors there to each compartment, that could be closed by electricity in 15 seconds?

Mr. LIGHTOLLER. Quite right.

Senator BOURNE. The side doors had to be closed by hand, and you estimate they could be closed in about 20 seconds?

Mr. LIGHTOLLER. The upper doors.

Senator BOURNE. Providing the men were there. Your inference is that all those doors were closed in the compartments?

Mr. LIGHTOLLER. Yes. I am given to understand from passengers that every discipline was shown amongst the stewards. They all went to their water-tight doors and closed them.

Senator BOURNE. Taking the boiler room, each boiler room acts as a compartment by itself, does it not?

Mr. LIGHTOLLER. It does.

Senator BOURNE. You had a false bottom below the boiler room which was a compartment?

Mr. LIGHTOLLER. Exactly.

Senator BOURNE. And a protection. Was there a bulkhead beside the boilers, between the boilers themselves and the skin of the ship?

Mr. LIGHTOLLER. There was.

Senator BOURNE. Could that be closed, so that if the outside should be pierced and the water come into the bulkheads, it would not come over and flood the boiler room?

Mr. LIGHTOLLER. I do not think so. That I can not answer for certain.

Senator BOURNE. Who would have that knowledge?

Mr. LIGHTOLLER. An engineer.

Senator BOURNE. But your impression is that there was an opening there so that it would flood the boiler room in case the skin of the ship were pierced?

Mr. LIGHTOLLER. That is so.

Senator BOURNE. Is it not customary with naval vessels, men-of-war, to have those bulkheads between the skin and boilers, so that there is absolute protection, and in case the skin is pierced, that they are water-tight, and water does not get into the boiler room?

Mr. LIGHTOLLER. It is a protection from shell fire.

Senator BOURNE. Would it not be a protection also from water, in case the skin were pierced?

Mr. LIGHTOLLER. Providing the skin was pierced by a shell. It would prevent the water from entering into the boiler room; but it would not be sufficient protection against a ram.

Senator BOURNE. Would it not be protection against an iceberg in case of a disaster of this nature?

Mr. LIGHTOLLER. An iceberg, I should say, in that case would take the position of a ram. It might, or on the other hand it might not, afford sufficient protection.

Senator BOURNE. The likelihood is that you would get better protection by having that bulkhead water-tight, is it not?

Mr. LIGHTOLLER. Yes.

Senator BOURNE. And would protect the boiler room to that extent?

Mr. LIGHTOLLER. Yes.

Senator BOURNE. Taking the experience that you passed through, in your judgment as a navigator, what improvements could be made in the maritime laws or in the rules and regulations governing the operation of a ship?

Mr. LIGHTOLLER. I could not answer that without serious consideration. I am not in a position—I have not been able to give the matter sufficient thought—to justly answer that question here. There is no doubt we might make some improvements, which shipbuilders are trying to do all the time, and the White Star, as far as I know them, in particular. We have instructions, particularly to the commander and officers. As far as our side of it is concerned—the officers on deck—every suggestion we have to offer is met with every consideration, and is deeply considered, as I have proof, by the captain, and anything that tends toward the improvement of the ship, or members of the ship, is immediately carried out.

Senator BOURNE. Do you not think there is an opportunity to benefit by the recent experience, in the way of improvements, either in legislation or in the way of rules and regulations?

Mr. LIGHTOLLER. No doubt.

Senator BOURNE. But you yourself have come to no conclusions?

Mr. LIGHTOLLER. Not just now, sir.

Senator BOURNE. Is it your opinion that a searchlight would be a benefit or a detriment on a ship?

Mr. LIGHTOLLER. I should require practical experience with it before I could offer any opinion on that.

Senator BOURNE. It would certainly be of benefit after a catastrophe, or in case of a collision, would it not?

Mr. LIGHTOLLER. Searchlights are beneficial; and, on the other hand, they are detrimental in many instances.

Senator BOURNE. They would be detrimental prior to the accident, possibly.

Mr. LIGHTOLLER. Searchlights are detrimental in this manner: They are of every assistance to the people who are behind them, but those on whom the searchlight is shining might as well have their eyes closed; they are blinded. If we are going into a harbor, and, as frequently happens in the Harbor of Plymouth, a man-of-war and the shore stations may be having torpedo attack, in which case searchlights are being used to a very great extent, we find them so detrimental that a signal has been arranged between the Mercantile Marine and the Admiralty by which we can notify the Admiralty when we come in, that they may put out their searchlights. Let a searchlight shine on the bridge of a ship entering the port, and we are completely blinded, and can see nothing.

Senator BOURNE. Then, in your opinion, it would be a detriment rather than a benefit to have legislation requiring ships in commerce to carry searchlights?

Mr. LIGHTOLLER. No, sir; I say that it is detrimental to those on whom the light is shining, but beneficial to those who are behind the light.

Senator BOURNE. In this case it would not have been detrimental to the iceberg, if it was an iceberg?

Mr. LIGHTOLLER. Certainly not.

Senator BOURNE. It would have been beneficial to the *Titanic* and those on board, would it, in your judgment?

Mr. LIGHTOLLER. I should judge so, offhand. But I should need to practice with it at nighttime myself before I could form any decided opinion.

Senator BOURNE. The principal reliance is placed upon the man in the crow's nest, or the men in the crow's nest?

Mr. LIGHTOLLER. We place no reliance on them.

Senator BOURNE. What are they there for.

Mr. LIGHTOLLER. They are there to keep a lookout; to assist us.

Senator BOURNE. Then, why is no reliance placed upon them?

Mr. LIGHTOLLER. Because, speaking personally, I never rely on any lookout. I keep a lookout myself, and so does every other officer.

Senator BOURNE. Then, it is merely to afford a dual opportunity of getting sight of things that you utilize the crow's nest and the men in it?

Mr. LIGHTOLLER. We use the men in the crow's nest for keeping a lookout. Occasionally a man will see a light or a vessel first, particularly in daytime, when naturally we trust to them seeing. Especially all through the daytime lookout men are keeping a keen lookout, and will report a steamer long before she is in sight, appa-

rently, by her smoke. In that instance the lookout might be very useful. In nighttime, particularly in channels where there are a great many lights, we may be watching one light, and there may be another light in our course, and the man in the crow's nest will strike, say, one bell. That signifies something on the port bow, and calls our attention to it. So that no ship can approach close to us without the bridge being notified, even though the officer has not himself already seen it. The White Star Co., I may say incidentally, is the only company in the world, so far as I know, that carries six lookout men. We carry six men who do nothing else, night and day, from the commencement to the finish of the voyage, except keep a lookout. They are two hours on and four off.

Senator BOURNE. Two hours on and four off?

Mr. LIGHTOLLER. Exactly.

Senator BOURNE. And the glasses are used by the individual only after the naked eye has picked up the object?

Mr. LIGHTOLLER. Each man uses them as he wishes. Different men have different ideas of the glasses, and of using them. Some keep them glued to their eyes altogether. I consider that very detrimental.

Senator BOURNE. That is all I care to ask.

Senator BURTON. Would it not be worth while to carry searchlights on trans-Atlantic liners just for the sake of picking up ice in a locality like this?

Mr. LIGHTOLLER. It would be an advantage to carry a searchlight if it is going to be of any benefit at all. If it can be proved beneficial, it would be an advantage.

Senator BURTON. Would it not be useful in detecting ice on a dark night?

Mr. LIGHTOLLER. That I could not say without experience with it.

Senator BURTON. What about the crew of the *Titanic*? How many were there in the crew?

Mr. LIGHTOLLER. As far as I remember, 71 all told, officers and men, on deck. The crew—I am speaking of seamen now.

Senator BURTON. Do you regard that as an adequate number?

Mr. LIGHTOLLER. That I can not say.

Senator BURTON. How large a crew would there be on the *Majestic*, for instance?

Mr. LIGHTOLLER. We had, I think, 58.

Senator BURTON. What is the tonnage of the *Majestic*?

Mr. LIGHTOLLER. Ten thousand gross.

Senator BURTON. Were there any women left on the deck?

Mr. LIGHTOLLER. Of the *Titanic*?

Senator BURTON. Yes.

Mr. LIGHTOLLER. On the port side on deck, I can say, as far as my own observations went, from my own endeavor and that of others to obtain women, there were none. I can give you the name of a man who will give testimony, who was working with me, one of our best men, a man I picked out especially to man the falls for lowering away.

He went from the port side to the starboard side of the deck, as I did, and after that, when she went under water forward, instead of taking to the water he walked aft the whole length of the boat deck previous to sliding down the aft fall on the port side, and in the whole length of the deck and in crossing the bridge he saw two women. They were

standing amidships on the bridge perfectly still. They did not seem to be endeavoring to get to one side or the other to see if there were any boats or not. The whole length of the boat deck, so far as he went, he did not see any women.

Senator BURTON. Do you know what became of those two women?

Mr. LIGHTOLLER. I do not.

Senator BURTON. How many compartments were opened by this collision with the iceberg, in your opinion?

Mr. LIGHTOLLER. I should judge the fore-peak tank was pierced. My reason for saying that is that the lamp-trimmer's and storekeeper's room was on the starboard side there, and they were both turned in. They felt the shock. They turned out and had a look around under the fore-castle head, and there seemed to be nothing doing, and they went back to bed. They were, I suppose, closer to the point of impact than anyone else in the ship.

Senator BURTON. That is the very forward compartment, is it?

Mr. LIGHTOLLER. I am speaking of these two men's room. After they had gone back to bed a few minutes, the junior came along and told these men, "You had better put your pants on." So they got up again. This time they went forward, and the chief officer was there, and they heard a whistling sound. On locating this, they found it was the exhaust pipe from the fore-peak tank; that is, the tank down in the bottom of the ship. They put their hands over this pipe and found the air was rushing out, proving that water was entering the fore peak. They looked in the storeroom and they could see right down on the tank top, and it was dry, proving that if she received any injury it was below the fore peak. Therefore, that leaves us with the fore peak full and the storerooms dry.

I judge No. 1, of which I have no proof, was pierced, and No. 2, and I should think No. 3.

Senator BURTON. Do you think No. 4 was pierced?

Mr. LIGHTOLLER. There is no No. 4. No. 4 is No. 6 stokehold. You next come to No. 6 stokehold.

Senator BURTON. Was that pierced, do you think?

Mr. LIGHTOLLER. No, sir; I do not.

Senator BURTON. So the injury was confined, in your judgment, to the three compartments?

Mr. LIGHTOLLER. Yes.

Senator BURTON. I understand you have some information in regard to the messages to the *Cedric*, and in regard to some conversations with Mr. Ismay. Please state them both.

Mr. LIGHTOLLER. Previous to having the conversation with Mr. Ismay in regard to any telegrams that were sent to our office in New York with reference to holding the *Cedric*, the other three officers and myself had spoken about it casually, saying we knew the *Cedric* was in, and we thought it a jolly good idea if we could get home with her if we were in time to catch her. We were very much disappointed at the delay through fog. We were saying all the time, "It is a great pity if we will miss the *Cedric*. If we could only get home in time to get everybody on board the *Cedric*, we shall probably be able to keep the men together as much as possible." Otherwise, you understand, once the men get in New York, naturally these men are not going to hang around New York or hang around anywhere else. They want to get to sea to earn money to keep their

wives and families, and they would ship off. You can not find a sailor but what will ship off at once if he gets the opportunity. They simply would stand this off as a loss or stand it off as a bad debt, and probably try to ship off somewhere. In a case like this, where the men are brought into prominence, they are very frequently offered berths immediately. Certain of the steerage passengers were offered berths by the saloon passengers. They were offered berths to go and be servants, or whatever it was until they found employment.

Our crew would in all probability have done the same, and we would have lost a number of them, probably some very important witnesses. They would perhaps ship on some yacht, which very often they do. A great many of them, quartermasters especially, ship on gentlemen's yachts in New York, because they know they are thoroughly capable men. They are just as good men as they can obtain in the world, and there is great demand for them; much to our regret, because we lose them.

On having a conversation with Mr. Ismay he also mentioned about the *Cedric* and asked me my opinion about it, and I frankly stated that it was the best thing in the world to do if we could catch the *Cedric*.

Later on he remarked that owing to weather conditions it was very doubtful if we would catch the *Cedric*. I said, “Yes; it is doubtful. It will be a great pity if she sails without us.” “Do you think it will be advisable to hold her up?” I said, “Most undoubtedly; the best thing in the world to hold her up.”

A telegram was dispatched asking them to hold the *Cedric* until we got in, to which we received the reply that it was not advisable to hold the *Cedric*. He asked what I thought about it. I said, “I think we ought to hold her, and you ought to telegraph and insist on their holding her and preventing the crew getting around in New York.” We discussed the pros and cons and deemed it advisable to keep the crew together as much as we could, so we could get home, and we might then be able to choose our important witnesses and let the remainder go to sea and earn money for themselves. So I believe the other telegram was sent.

I may say that at that time Mr. Ismay did not seem to me to be in a mental condition to finally decide anything. I tried my utmost to rouse Mr. Ismay, for he was obsessed with the idea, and kept repeating, that he ought to have gone down with the ship because he found that women had gone down. I told him there was no such reason; I told him a very great deal; I tried to get that idea out of his head, but he was taken with it; and I know the doctor tried, too; but we had difficulty in arousing Mr. Ismay, purely owing to that, wholly and solely, that women had gone down in the boat and he had not.

You can call the doctor of the *Carpathia*, and he will verify that statement.

Senator BURTON. Is that all you desire to say?

Mr. LIGHTOLLER. That is all, sir.

Senator BURTON. That is all I desire to ask.

Senator NEWLANDS. I heard Mr. Lightoller testify in New York and I simply desire to ask one question.

You say a searchlight is not detrimental to those behind it?



Mr. LIGHTOLLER. No, sir.

Senator BURTON. But it is detrimental to those on whom it shines?

Mr. LIGHTOLLER. Yes.

Senator BURTON. Then would you say a searchlight would or would not be desirable? How would the use of a searchlight be in any sense detrimental to a ship at sea?

Mr. LIGHTOLLER. These gentlemen spoke about after we had left the ship, you understand, and a searchlight being used then. It was that time to which I had reference. If you had shone a searchlight on the boats as they were being lowered, or on the boats as they were being unhooked from the tackles in the water it would have been very detrimental to the men in the boat. They could not have seen what they were doing. We are far better off in the dark, because anyone that shines a light on us blinds us.

Senator NEWLANDS. In discerning objects at sea——

Mr. LIGHTOLLER (interrupting). In discerning objects at sea, for instance, I will give a case in point. If you were coming up on a schooner, you can not see her distinctly. She shows no light; around about Nantucket and in along Long Island, I mean. They may have a light burning, and it may be invisible, being screened by their sail or something like that. That ship may be standing right across your bows, and you may not be able to distinguish immediately which way she is heading, in the dusk or in the dark. If you had a searchlight then to put right straight on that ship, instantly you would be guided as to which way to put your helm.

As it is, if you can not show any light there is nothing to guide you; and you are fairly close to her, and you have to alter your helm, and give the ship you are in plenty of helm in case you should happen to be crossing her bows. Of course we always go around a vessel's stern when we can see her stern.

Senator NEWLANDS. In that case the use of a searchlight would be beneficial, would it not?

Mr. LIGHTOLLER. It would be beneficial if you could use it as quick as you can an ordinary lamp, by merely pressing a key. But you understand they would have to be very careful with them, they have to be kept covered up.

Senator NEWLANDS. But in navigating, with a view of discerning objects that may be in the way or near the way of a ship's course, can you imagine that a searchlight would be at all detrimental to that ship?

Mr. LIGHTOLLER. You must take into consideration that if anyone is going to have them, all are going to have them; and if you are in a crowded channel, like the English Channel, and another ship has the same idea you have, and you are flickering your searchlights around on each other, you will cause a great deal of difficulty. There would have to be legislation to prevent your using your searchlight in close waters. You could not use the searchlight anywhere where the shipping is crowded.

Senator NEWLANDS. If two ships were approaching each other, each with a searchlight, you think the use of the searchlights might be a source of danger to each of them?

Mr. LIGHTOLLER. I have no doubt of it, unless they were compelled—they would have to legislate and arrange it in some manner so that one ship would not blind the other.



Senator NEWLANDS. That is all.

Senator SMITH. You say you do not regard the lookout in the crow's nest as important?

Mr. LIGHTOLLER. Oh, no; I did not say that, sir.

Senator SMITH. What did you say?

Mr. LIGHTOLLER. This gentleman [indicating the reporter] will read what I said.

Senator FLETCHER. He said he did not rely on them.

Mr. LIGHTOLLER. I said I did not rely on them.

Senator FLETCHER. That is what I understood him to say.

Senator SMITH. Why are the eyes of the lookouts examined?

Mr. LIGHTOLLER. To prove that they can see clearly and distinctly. They are there to offer us every assistance they can.

Senator SMITH. Why are they furnished with a telephone and various bells, the prompt use of which is intended to advise the officers of obstacles in the way?

Mr. LIGHTOLLER. They are there to assist us and to keep a lookout.

Senator SMITH. Are there any other men who were employed on the *Titanic*, that you know of, or who are employed in the White Star Line, who receive fixed pay and a certain percentage over?

Mr. LIGHTOLLER. Other than the lookouts?

Senator SMITH. No; I did not ask that.

Mr. LIGHTOLLER. The lookouts receive so much per month, the same as the men, and then they get 5 shillings per voyage of what we call “lookout money.”

Senator SMITH. That is lookout money?

Mr. LIGHTOLLER. Not only that, but they get other unofficial benefits.

Senator SMITH. Do any other officers or members of the crew receive that additional compensation?

Mr. LIGHTOLLER. Not on the same scale.

Senator SMITH. Not on the same scale? On any scale?

Mr. LIGHTOLLER. Yes; the quartermasters receive 5 shillings a month extra.

Senator SMITH. They are the only officers that receive extra?

Mr. LIGHTOLLER. They are not officers; they are petty officers.

Senator SMITH. They are the only ones?

Mr. LIGHTOLLER. The only ones; yes.

Senator SMITH. Are experienced men usually selected for the lookouts?

Mr. LIGHTOLLER. Speaking for myself, I always select old lookout men that I know; and as a rule, the lookout men run perhaps a year in the crow's nest in one ship. For instance, the men I had with me on the *Titanic* had been with me on the *Oceanic* for years, doing nothing but keeping a lookout. They have their other special duties at other times, as well.

Senator SMITH. Do they get to be expert in detecting objects on the horizon?

Mr. LIGHTOLLER. They do. They are very smart at it, indeed. There is one man here, who has been subpoenaed, who is the smartest man I know at it.

Senator SMITH. What is his name?

Mr. LIGHTOLLER. Symons.

Senator SMITH. He has been subpoenaed?

Mr. LIGHTOLLER. Yes, sir.

Senator SMITH. Was he in the crow's nest the night of the disaster?

Mr. LIGHTOLLER. He was in there after his watch came on. Up to that time he had not been on watch that night. He had been on watch in the afternoon.

Senator SMITH. But not on the watch extending from 10 to 12 o'clock?

Mr. LIGHTOLLER. No, sir; Fleet and Lee were there then.

Senator SMITH. As I understood you in your testimony in New York, your watch expired at 10 o'clock Sunday night?

Mr. LIGHTOLLER. That is so.

Senator SMITH. If I recollect correctly, you took charge of the loading of the lifeboats.

Mr. LIGHTOLLER. On the port side.

Senator SMITH. On the port side.

Mr. LIGHTOLLER. The chief officer also loaded some of the boats on the port side. I may also say, in regard to the testimony in regard to Mr. Ismay, although I can not vouch for the source, yet it was given to me from a source such that I have every reason to believe its truth——

Senator SMITH. Before or since this occurred?

Mr. LIGHTOLLER. Since.

Senator SMITH. When?

Mr. LIGHTOLLER. On the *Carpathia*.

Senator SMITH. En route to New York?

Mr. LIGHTOLLER. Yes.

Senator SMITH. Or after she had arrived?

Mr. LIGHTOLLER. Before she arrived in New York.

Senator SMITH. Give the information.

Mr. LIGHTOLLER. It is that Chief Officer Wilde was at the star-board collapsible boat in which Mr. Ismay went away, and that he told Mr. Ismay, "There are no more women on board the ship." Wilde was a pretty big, powerful chap, and he was a man that would not argue very long. Mr. Ismay was right there. Naturally he was there close to the boat, because he was working at the boats and he had been working at the collapsible boat, and that is why he was there, and Mr. Wilde, who was near him, simply bundled him into the boat.

Senator SMITH. You did not say that before?

Mr. LIGHTOLLER. No; but I believe it is true. I forget the source. I am sorry I have forgotten it.

Senator SMITH. Did Mr. Wilde survive?

Mr. LIGHTOLLER. He did not.

Senator SMITH. Who relieved you on watch that night at 10 o'clock?

Mr. LIGHTOLLER. The first officer, Mr. Murdock.

Senator SMITH. Did he survive?

Mr. LIGHTOLLER. He did not.

Senator SMITH. Who told you that this powerful officer, Mr. Wilde, ordered Mr. Ismay to get into the boat?

Mr. LIGHTOLLER. I do not know.

Senator SMITH. As I now recollect your testimony—and I have it here—you said you were not acquainted with Mr. Ismay.

Mr. LIGHTOLLER. I have known Mr. Ismay for 14 years, since I first met him.

Senator SMITH. You did not speak to him that night?

Mr. LIGHTOLLER. I did.

Senator SMITH. You told me that you looked at one another, and said nothing.

Mr. LIGHTOLLER. I might not have spoken and I might have said “Good evening.”

Senator SMITH. I mean after the collision——

Mr. LIGHTOLLER. After the collision; no.

Senator SMITH. One moment. After the collision, you said, you saw Mr. Ismay standing on the deck?

Mr. LIGHTOLLER. Yes.

Senator SMITH. Looking out at the sea?

Mr. LIGHTOLLER. I do not know what he was looking at.

Senator SMITH. You were standing out on the deck about 20 feet from him?

Mr. LIGHTOLLER. No, sir.

Senator SMITH. You say now that you did not say that?

Mr. LIGHTOLLER. No, sir.

Senator SMITH. Would not that be true?

Mr. LIGHTOLLER. I do not think so. I was walking along that side of the deck.

Senator SMITH. How far from Mr. Ismay?

Mr. LIGHTOLLER. I walked past him, within a couple of feet of him.

Senator SMITH. And he said nothing to you, and you said nothing to him?

Mr. LIGHTOLLER. I might have said “Good evening.” Beyond that I said nothing. I had work on hand; something else to do.

Senator SMITH. Did he say anything else to you?

Mr. LIGHTOLLER. Not that I know of. He may have said “Good evening.” Perhaps I said that, and perhaps I did not. I do not remember.

Senator SMITH. In a great peril like that, passing the managing director of the company that owned the ship, you passed him on the ship, and said “Good evening”?

Mr. LIGHTOLLER. I would, as I would to any passenger that I knew.

Senator SMITH. And he passed you and said “Good evening”?

Mr. LIGHTOLLER. He was standing still.

Senator SMITH. And he said “Good evening”?

Mr. LIGHTOLLER. I could not say. I say I may have said “Good evening” and may not, and he may have said it and may not.

Senator SMITH. I only want to know as well as you can recollect.

Mr. LIGHTOLLER. I can not say for certain.

Senator SMITH. My recollection of the testimony is that you said you did not speak to him.

Mr. LIGHTOLLER. I am not certain. If I did speak, it was purely to say “Good evening,” and nothing more and nothing less. I spoke to Mr.——

Senator SMITH. How long was that after the collision?

Mr. LIGHTOLLER. I think you will find that in the testimony.

Senator SMITH. I know I will find it there, but I want it again. Your recollection is just a little better to-day than it was the other day, and I would like to test it out a little.

Mr. LIGHTOLLER. My mind was fresher on it then, perhaps, than it is now.

The question was read by the stenographer, as follows:

How long was that after the collision ?

Mr. LIGHTOLLER. Oh, perhaps half an hour.

Senator SMITH. How many lifeboats had been loaded ?

Mr. LIGHTOLLER. None had been loaded.

Senator SMITH. Had the order been given to clear away ?

Mr. LIGHTOLLER. Yes, sir.

Senator SMITH. Had you started to clear away ?

Mr. LIGHTOLLER. Yes, sir; I was walking around the deck then distributing the men all around the deck, taking off boat covers.

Senator SMITH. Removing boat covers and distributing the men ?

Mr. LIGHTOLLER. Distributing the men to the boats, and they were removing boat covers.

Senator SMITH. What men were you distributing ?

Mr. LIGHTOLLER. Seamen.

Senator SMITH. How many at each boat ?

Mr. LIGHTOLLER. As many as I thought necessary.

Senator SMITH. How many did you think necessary ?

Mr. LIGHTOLLER. As many as I had.

Senator SMITH. How many did you get ?

Mr. LIGHTOLLER. I could not say. The watch below was coming up all the time.

Senator SMITH. Did you get more than three or four ?

Mr. LIGHTOLLER. I could not say. About three or four.

Senator SMITH. Did you get 8 or 10 ?

Mr. LIGHTOLLER. No; about three or four.

Senator SMITH. You were placing these men at the different stations, removing the covers from the lifeboats, and preparing to load and lower them ?

Mr. LIGHTOLLER. No.

Senator SMITH. Well, the order had been given to clear away, had it not ?

Mr. LIGHTOLLER. Yes.

Senator SMITH. What did that mean ?

Mr. LIGHTOLLER. I was in the act of clearing them. There had been no orders to load or lower.

Senator SMITH. Had there been any orders in reference to the women and children, at that time ?

Mr. LIGHTOLLER. No; not to my knowledge.

Senator SMITH. How soon after that time were the orders given to put the women and children into these lifeboats ?

Mr. LIGHTOLLER. I dare say about 10 minutes or a quarter of an hour.

Senator SMITH. About 10 minutes ?

Mr. LIGHTOLLER. Or a quarter of an hour.

Senator SMITH. That would be 45 minutes after the impact ?

Mr. LIGHTOLLER. Yes.

Senator SMITH. How soon did you get to loading the lifeboats on your side and under your direction ?

Mr. LIGHTOLLER. As soon as the boats were cleared away.

Senator SMITH. I asked you with reference to time. Did you get ready to lower them within an hour after the boat was struck?

Mr. LIGHTOLLER. I dare say so.

Senator SMITH. How long was the boat above the water, if you know, after she was struck?

Mr. LIGHTOLLER. I do not know.

Senator SMITH. About how long?

Mr. LIGHTOLLER. As far as I know, she sank at 2.20.

Senator SMITH. And what time was she struck?

Mr. LIGHTOLLER. I am only going by what I have heard. I do not know. About 20 minutes to 12, I believe.

Senator SMITH. She struck at 11.40.

Mr. LIGHTOLLER. She was struck.

Senator SMITH. She was struck. And sank, then, at 2.20?

Mr. LIGHTOLLER. 2.30.

Senator SMITH. Between the hour she was struck and the time she sank was 2 hours?

Senator BOURNE. From 11.40 to 2.20 would be 2 hours and 40 minutes.

Senator SMITH. That would be 2 hours and 40 minutes; yes. It took an hour to prepare the boats, did it?

Mr. LIGHTOLLER. I can not say; it would only be guesswork.

Senator SMITH. You are the ranking officer, and I want you to tell us as near as you can.

Mr. LIGHTOLLER. Very well. I would have to go absolutely into all the details as to what is required in working the boat. There are a great many details. I think also the circumstances might be taken into consideration. I consider that the seamen did their duty, and were as smart as anyone else, and those boats were put out. But it is very difficult to be pinned down to a question of a few minutes. The boats were gotten out, and they were gotten out with all promptitude, I can say; but further than that I can not say.

Senator SMITH. Were they gotten out with their full complement of oarsmen?

Mr. LIGHTOLLER. We were not undertaking a boat drill then, sir; we were saving life, and were using the men to the best of my knowledge and ability.

Senator SMITH. How many men?

Mr. LIGHTOLLER. As a rule, I put about two seamen in a boat. There is no use in sending too many men away and then finding yourself short. The idea was——

Senator SMITH. You knew how many boats you had?

Mr. LIGHTOLLER. Yes, sir.

Senator SMITH. How many did you have?

Mr. LIGHTOLLER. We had 16.

Senator SMITH. You could not send very many men away if you sent four in a boat.

Mr. LIGHTOLLER. And I sent the boatswain and about half a dozen men down to open the doors. That took some time.

Senator SMITH. I heard you say that. No matter about that. Now, let us get along a little easier. You say you put two oarsmen in each boat?

Mr. LIGHTOLLER. Two seamen as far as they would run; toward the latter end, I think one man and a steward.

Senator SMITH. You put in an officer, did you not, or two ?

Mr. LIGHTOLLER. I did not.

Senator SMITH. Or a quartermaster or two ?

Mr. LIGHTOLLER. Yes, sir.

Senator SMITH. When you put the quartermasters in, how many of those did you put in ?

Mr. LIGHTOLLER. I could not say.

Senator SMITH. Several ?

Mr. LIGHTOLLER. I only found out later on. I could only tell by the men who reported to me as having been in certain boats.

Senator SMITH. Yes; but the point I am coming to is what you said in your testimony the other day, that being unable to get seamen to man these boats you took quartermasters.

Mr. LIGHTOLLER. Well, quartermasters, you may say, rank with seamen.

Senator SMITH. Ah. But I wanted to know whether you——

Mr. LIGHTOLLER (interposing). When I speak of seamen I mean also quartermasters.

Senator SMITH. Do the quartermasters take charge in the lifeboat drills ?

Mr. LIGHTOLLER. Undoubtedly.

Senator SMITH. And do they handle the oars ?

Mr. LIGHTOLLER. They do what they are told to do.

Senator SMITH. Did any quartermasters handle oars when the tests were made of the two lifeboats in Southampton before leaving ?

Mr. LIGHTOLLER. I could not say. As a general rule there would be enough men in a boat without the quartermaster having to take an oar. If an officer goes in a boat the quartermaster takes an oar, and if an officer is not in a boat the quartermaster takes the tiller.

Senator SMITH. Did you put any passengers into the boats that you lowered, because of their ability to handle oars and properly man the lifeboat ?

Mr. LIGHTOLLER. I put the men in because they said they were seamen—or rather he said he was a seaman. I put one man in because he said he was a seaman, or rather a yachtsman.

Senator SMITH. Who was he ?

Mr. LIGHTOLLER. Maj. Peuchen.

Senator SMITH. The man who testified here yesterday ?

Mr. LIGHTOLLER. Yes.

Senator SMITH. Did you say that there were no seamen there to put into that boat, and therefore he was ordered in ?

Mr. LIGHTOLLER. I did.

Senator SMITH. What about it; is that true ?

Mr. LIGHTOLLER. As a matter of fact, I ordered two seamen into that boat, as far as I remember, and then, when I turned around to lower away, when I asked if everything was all right, I got an answer from the after fall, but I got no reply from the forward fall. Then I turned around and asked for a seaman, but apparently no seaman was there. While I was asking for a seaman some one sang out, “Aye, aye,” and then I gave the order to lower away. When the boat was half way down some of the women sang out that they had only one man in the boat. This was owing to the fact that this seaman stepped out of the boat, unknown to me, going to the fall. He knew I was short of a man to lower away the fall, and therefore



he left his station in the boat to go to the fall. Then Maj. Peuchen, who stood right alongside, said that he would go, or offered to go. I asked him if he was a seaman, or whether he was sailor enough to go out to the fall from where he was. It was seaman's work to get out to the fall and then get down to the boat, so I told him if he was sailor enough to get out to the fall and get into the boat to go ahead, and so he did, and he went in the boat.

Senator SMITH. How many seamen were there in that boat, and what was the number of it, if you know?

Mr. LIGHTOLLER. No. 6, I believe.

Senator SMITH. How many people did it contain when you got ready to lower it into the water?

Mr. LIGHTOLLER. I think I have given all that in my testimony.

Senator SMITH. I know; but I have forgotten it.

Mr. LIGHTOLLER. Well, I have forgotten it, too.

Senator SMITH. And you do not care to make any statement about it?

Mr. LIGHTOLLER. No, sir; I do not.

Senator SMITH. As a matter of fact, the first boat was rather difficult to load, was it not, on account of passengers hanging back a little?

Mr. LIGHTOLLER. I could not say. They were not at all eager to get into the boat, anyway, any of them. I had to sing out. Naturally, no one looked on it as serious and they were not in any hurry to go down to the sea in a boat.

Senator SMITH. How many people do you think you had in that first boat, No. 6?

Mr. LIGHTOLLER. I could not say.

Senator SMITH. Twenty?

Mr. LIGHTOLLER. I could not say, sir; as near as I can recollect I have already given you.

Senator SMITH. What was the capacity of that boat—water capacity and lowering capacity?

Mr. LIGHTOLLER. The cubical capacity was 665 feet.

Senator SMITH. How many people would that accommodate?

Mr. LIGHTOLLER. In absolutely smooth water, under the most favorable conditions, the board of trade allows 10 feet to each person.

Senator SMITH. How many persons would that be?

Mr. LIGHTOLLER. That is 65½.

Senator SMITH. That was a clear night, was it not?

Mr. LIGHTOLLER. Perfectly clear, sir.

Senator SMITH. Everything was favorable for the lifeboat if it had its maximum capacity, so far as you know?

Mr. LIGHTOLLER. When they were in the water, so far as I could see from the deck.

Senator SMITH. How much difference do you make between the safe capacity of the lifeboat in the water, and up at the boat deck, hanging at the davits?

Mr. LIGHTOLLER. Well, with a brand new ship, and all brand new gear, brand new boats, and everything in the pink of condition, a boat might be safely lowered—you can not guarantee it—she might go down safely with perhaps 20 to 25 in her.

Senator SMITH. But if the boat happened to be a boat that had been across the sea enough times to impair her as a lifeboat on such a vessel, how many people would such a boat hold?



Mr. LIGHTOLLER. I could not say, sir.

Senator SMITH. But, in your judgment, in order to hold 25 people safely while being lowered into the water, everything would have to be new and in the pink of condition?

Mr. LIGHTOLLER. Precisely.

Senator SMITH. You made a statement a few minutes ago about Mr. Ismay which evidently was a voluntary statement. No one asked you about it. Why did you not make that statement in New York?

Mr. LIGHTOLLER. Because the controversy in regard to the telegram had not been brought up then, or brought to my knowledge; I mean all this paper talk there has been about this telegram.

Senator SMITH. Has there been paper talk about a telegram?

Mr. LIGHTOLLER. Undoubtedly there has.

Senator SMITH. And that is the reason you were prompted to make this disclosure?

Mr. LIGHTOLLER. Because I think I am principally responsible for the telegram being sent.

Senator SMITH. And you sent it?

Mr. LIGHTOLLER. I did not.

Senator SMITH. You delivered it to the wireless?

Mr. LIGHTOLLER. I did not.

Senator SMITH. Who did?

Mr. LIGHTOLLER. I do not know.

Senator SMITH. Did you write it out?

Mr. LIGHTOLLER. I did not.

Senator SMITH. Did you speak to the operator about it?

Mr. LIGHTOLLER. I did not.

Senator SMITH. Have you spoken to him about it since?

Mr. LIGHTOLLER. I have not.

Senator SMITH. But you wish to be understood as saying that you urged Mr. Ismay to send it?

Mr. LIGHTOLLER. I did.

Senator SMITH. Do you know whether it was sent or not?

Mr. LIGHTOLLER. I know it was sent.

Senator SMITH. How do you know it?

Mr. LIGHTOLLER. Because Mr. Ismay told me it had been, and showed me the reply.

Senator SMITH. What time was that that he showed you the reply and the message with reference to the arrival of the *Carpathia* in New York?

Mr. LIGHTOLLER. I can not say, sir.

Senator SMITH. Was it before your arrival in New York?

Mr. LIGHTOLLER. It was.

Senator SMITH. It was on board the *Carpathia*?

Mr. LIGHTOLLER. Mr. Ismay apparently sent the telegram after I had advised him. He then received a reply, as I understand, from Mr. Franklin, which he read to me, and asked my further advice with regard to holding the *Cedric*; and I advised him further.

Senator SMITH. I understand you did not get into a lifeboat yourself on the deck of the ship?

Mr. LIGHTOLLER. I got in, yes; I was in them all.

Senator SMITH. Did you get into them all?

Mr. LIGHTOLLER. Yes; and got out again.

Senator SMITH. But you did not get away in a lifeboat from the deck?

Mr. LIGHTOLLER. No.

Senator SMITH. When did the *Carpathia* arrive at the Cunard docks in New York?

Mr. LIGHTOLLER. I have not got the time, sir.

Senator SMITH. Have you got the day of the week?

Mr. LIGHTOLLER. Thursday night.

Senator SMITH. When did you suggest to Mr. Ismay that he send this telegram?

Mr. LIGHTOLLER. I should think the first time was on Wednesday—whenever the first telegram was sent. It might have been Tuesday.

Senator SMITH. But you have no recollection of the hour of the day when this talk took place?

Mr. LIGHTOLLER. No, sir; I could not say exactly.

Senator SMITH. Do you know whether he sent more than one telegram?

Mr. LIGHTOLLER. So I believe. Mr. Franklin replied to that telegram, and another one was sent, further urging him to hold the *Cedric*.

Senator SMITH. But you are unable to say, of your own knowledge, what time on Wednesday this telegram was sent?

Mr. LIGHTOLLER. Yes.

Senator SMITH. Did you know at that time that an inquiry had been ordered by the Senate?

Mr. LIGHTOLLER. Certainly not, or we should never have dreamed of sending the telegram. Our whole and sole idea was to keep the crew together for the inquiry, presumably at home. We naturally did not want any witnesses to get astray.

Senator SMITH. Did you know when the *Cedric* was to sail?

Mr. LIGHTOLLER. Yes, Thursday morning. I think I even suggested, if they would not hold her at the dock, to exchange at Quarantine.

Senator SMITH. You made that suggestion?

Mr. LIGHTOLLER. I did.

Senator SMITH. To whom?

Mr. LIGHTOLLER. To Mr. Ismay. Our whole idea was to get them on board the *Cedric*.

Senator BOURNE. Your idea was to keep them together, take care of them, and furnish them transportation back to their homes, was it not?

Mr. LIGHTOLLER. Back to where the inquiry would be; and, naturally, human nature will try to get the men back to their wives and families as soon as possible. Their income stops, you know, from the time the wreck occurs, legally.

Senator BOURNE. It was one of the ships of your line?

Mr. LIGHTOLLER. Which?

Senator BOURNE. The *Cedric*?

Mr. LIGHTOLLER. Yes.

Senator BOURNE. And it is customary in catastrophes of this nature to do that, is it not?

Mr. LIGHTOLLER. It is, in anything like that, to choose your own company's ships, because everything is more comfortable for them. They are your own fellows, and you can borrow clothing, etc., from them.

Senator BOURNE. You said the other day that you were blown away by an explosion from the side of the *Titanic* twice, or by some force?

Mr. LIGHTOLLER. Not exactly from the side; from the blower, which is in front of the forward funnel.

Senator SMITH. I want to ask whether, in your judgment, that was from an explosion or from the force of the air through the blower?

Mr. LIGHTOLLER. It was certainly air through the blower, and behind that was a great force, and that force, in my opinion, was from the boilers. I have heard great controversy as to boilers exploding owing to coming in contact with salt water, by men who are capable of giving an opinion; but there seems to be an open question as to whether cold water actually does cause boilers to explode. I was speaking to a gentleman yesterday who said it was very probably the rush of cold water going down below at such a terrific rate, and then the hot air being forced out. I do not quite follow that, myself. In my judgment, it was a boiler explosion—a rush of steam, anyway.

Senator SMITH. You were forced away from——

Mr. LIGHTOLLER (interrupting). From this blower.

Senator SMITH. And finally caught an overturned collapsible boat and got on top of it?

Mr. LIGHTOLLER. Finally; yes.

Senator SMITH. Your watch expired Sunday night at 10 o'clock. Did you see in the chart room of the *Titanic* any memoranda in the rack advising that you were in the vicinity of ice?

Mr. LIGHTOLLER. I can not remember seeing anything.

Senator SMITH. Did you see a telegram from the *Amerika*?

Mr. LIGHTOLLER. I can not remember seeing any.

Senator SMITH. Did you see a telegram from the *Californian*?

Mr. LIGHTOLLER. I can not remember seeing any.

Senator SMITH. Did you see any such memoranda?

Mr. LIGHTOLLER. I can not remember seeing any such memorandum.

Senator SMITH. Was such a notation made on the chart?

Mr. LIGHTOLLER. I can not remember seeing any, myself, because I did not look.

Senator SMITH. Has anybody told you such notation was made on the chart?

Mr. LIGHTOLLER. Yes; I believe it was marked on the chart.

Senator SMITH. Who told you?

Mr. LIGHTOLLER. I think it was Mr. Boxhall.

Senator SMITH. What is his position?

Mr. LIGHTOLLER. He is fourth.

Senator SMITH. Fourth officer?

Mr. LIGHTOLLER. Yes.

Senator SMITH. Was he on watch Sunday night, or at his post of duty?

Mr. LIGHTOLLER. At his post of duty.

Senator SMITH. On Sunday night?

Mr. LIGHTOLLER. Undoubtedly.

Senator SMITH. What time; do you know?

Mr. LIGHTOLLER. I believe he was on the 8 to 12 watch.

Senator SMITH. That would take him two hours beyond your watch?

Mr. LIGHTOLLER. More than two hours, considering what the clock went back.

Senator SMITH. The clock went back some at that time?

Mr. LIGHTOLLER. Yes.

Senator SMITH. I believe you said you did not see this chart record of ice, yourself?

Mr. LIGHTOLLER. The position marked on the chart?

Senator SMITH. Yes.

Mr. LIGHTOLLER. No; I do not remember seeing it.

Senator SMITH. And no one called it to your attention at the time you left your watch Sunday night?

Mr. LIGHTOLLER. The mark on the chart?

Senator SMITH. Yes.

Mr. LIGHTOLLER. No.

Senator SMITH. No one called your attention to any telegram or wireless from any ship warning you of ice?

Mr. LIGHTOLLER. Yes.

Senator SMITH. Who?

Mr. LIGHTOLLER. I do not know what the telegram was. The commander came out when I was relieved for lunch, I think it was. It may have been earlier; I do not remember what time it was. I remember the commander coming out to me some time that day and showing me a telegram, and this had reference to the position of ice.

Senator SMITH. Giving what?

Mr. LIGHTOLLER. An approximate position and presumably the maximum eastern longitude.

Senator SMITH. A warning to you of its proximity?

Mr. LIGHTOLLER. Giving the position. No warning, but giving the position—a mere bald statement of fact.

Senator SMITH. Did you regard it as a warning when you got that information?

Mr. LIGHTOLLER. We get those repeatedly and various other things, and we regard them as information.

Senator SMITH. Had you received any other warning, from the time you left Southampton, of that character?

Mr. LIGHTOLLER. Not that I know of.

Senator SMITH. This was the first warning you got?

Mr. LIGHTOLLER. As far as I know.

Senator SMITH. Did it warn you?

Mr. LIGHTOLLER. It informed us, naturally, and warned us.

Senator SMITH. What did you do about it?

Mr. LIGHTOLLER. Worked approximately the time we should be up to this position.

Senator SMITH. What did you find?

Mr. LIGHTOLLER. Somewhere around 11 o'clock.

Senator SMITH. Did you report that fact to anyone?

Mr. LIGHTOLLER. I did.

Senator SMITH. To whom?

Mr. LIGHTOLLER. The first officer.

Senator SMITH. Murdock?

Mr. LIGHTOLLER. Yes.

Senator SMITH. What time?

Mr. LIGHTOLLER. I think when he relieved me at lunch time I spoke about it first. I spoke about it in the quarters, unofficially, and I also spoke about it, naturally, when he relieved me at 10 o'clock.

Senator SMITH. What was the conversation between you?

Mr. LIGHTOLLER. I remarked on the general condition of the weather, and so on, etc., and then I just mentioned, as I had done previously, “ We will be up around the ice somewhere about 11 o’clock, I suppose.” That is all.

Senator SMITH. That is all you said to him?

Mr. LIGHTOLLER. With regard to the ice; yes.

Senator SMITH. Did you say anything more to him about it at the time you left the watch at 10 o’clock?

Mr. LIGHTOLLER. No.

Senator SMITH. Did you speak to the lookout?

Mr. LIGHTOLLER. No.

Senator SMITH. While you were on watch?

Mr. LIGHTOLLER. No.

Senator SMITH. Did you admonish the lookout men?

Mr. LIGHTOLLER. Yes.

Senator SMITH. What did you say to them?

Mr. LIGHTOLLER. I told the sixth officer, Mr. Moody, to ring up the crow’s nest and tell them to keep a sharp lookout for ice, particularly small ice and growlers. That was received and replied to—and also to pass the word along.

Senator SMITH. How do you know it was replied to?

Mr. LIGHTOLLER. Because I could hear it.

Senator SMITH. You heard it yourself?

Mr. LIGHTOLLER. Yes.

Senator SMITH. Did Mr. Moody survive?

Mr. LIGHTOLLER. No.

Senator SMITH. Did you do anything else about it?

Mr. LIGHTOLLER. No, sir.

Senator SMITH. You did not talk with the captain about it?

Mr. LIGHTOLLER. Nothing but the conversation I have already spoken of.

Senator SMITH. This conversation was with Murdock?

Mr. LIGHTOLLER. No; I saw the captain come out; I do not know when it was, but perhaps somewhere in the morning or at lunch time, and he showed me a telegram with regard to the position of the ice. We spoke about the ice then. You have it in my previous testimony, when the captain came out in the evening, that we spoke about the ice also.

Senator SMITH. Aside from this warning that you say was received, did you have any reason to believe you were in the vicinity of ice?

Mr. LIGHTOLLER. No.

Senator SMITH. Are you required under the regulations of the White Star Line to consult the chart before going on watch?

Mr. LIGHTOLLER. Yes.

Senator SMITH. What did you do when you consulted the chart?

Mr. LIGHTOLLER. We usually just take a glance at the chart and the dead reckoning, and that is sufficient out in the open water. We are usually informed by the senior officer, frequently during the watch, of the position of the ship. We take stellar observations and so on. We are continually in touch with the chart.

Senator SMITH. What was the hour, as nearly as you can recall, when you were first advised of your proximity to ice?

Mr. LIGHTOLLER. Somewhere about noon.

Senator SMITH. About noon on Sunday?

Mr. LIGHTOLLER. Somewhere around noon; yes.

Senator SMITH. And the only persons to whom you spoke regarding the matter, that you can now recall, were Mr. Murdock and the captain?

Mr. LIGHTOLLER. And the captain; yes.

Senator SMITH. What time did you speak to the captain about it?

Mr. LIGHTOLLER. When the captain brought it out.

Senator SMITH. What time did he bring it out?

Mr. LIGHTOLLER. I say he brought it out somewhere about noon?

Senator SMITH. About noon?

Mr. LIGHTOLLER. Or possibly 1 o'clock.

Senator SMITH. What time did you speak to Murdock?

Mr. LIGHTOLLER. When he relieved me at 10 o'clock, and when he relieved me at lunch.

Senator SMITH. What time did you lunch?

Mr. LIGHTOLLER. Half past 12.

Senator SMITH. Then you spoke both with the captain and with Murdock some time about noon on Sunday, about ice?

Mr. LIGHTOLLER. Probably around about 12 o'clock.

Senator SMITH. And you spoke to no one else about it until you were relieved at 10 o'clock that night, just before the collision.

Do you know what speed the ship was making when you were off watch at 10 o'clock?

Mr. LIGHTOLLER. I do not know.

Senator SMITH. Do you know her position at 10 o'clock?

Mr. LIGHTOLLER. No, sir.

Senator SMITH. My colleague suggests that you state whether it is customary for the officer of the watch to know the speed of the boat.

Mr. LIGHTOLLER. Approximately.

Senator SMITH. How is he informed?

Mr. LIGHTOLLER. By the junior officer.

Senator SMITH. Are there any regulations regarding that?

Mr. LIGHTOLLER. No.

Senator SMITH. It is simply a custom of the ship?

Mr. LIGHTOLLER. It is the custom of discipline, not only of the ship, but everything else; it is discipline.

Senator SMITH. I understand; but you say there are no regulations regarding it?

Mr. LIGHTOLLER. Not that I can recall at the present moment.

Senator SMITH. It is merely custom?

Mr. LIGHTOLLER. Of course.

Senator SMITH. You are not required to know it or to communicate it, but you may do so if you want to? Is that the way you say you do it?

Mr. LIGHTOLLER. You are required to do your duty, and that is common in doing your duty.

Senator SMITH. Did you know the speed of the ship during the time you were officer of the watch, from 6 o'clock on Sunday night until 10 o'clock?

Mr. LIGHTOLLER. Do I remember what she was steaming at that time? I should say about  $21\frac{1}{2}$  knots.

Senator SMITH. And how do you reach that conclusion?



Mr. LIGHTOLLER. From the information I received from the junior officer with regard to the revolutions that the ship was making, from my own observations of the ship, and from what they were allowing in the dead reckoning.

Senator SMITH. Did he tell you how many revolutions they were making?

Mr. LIGHTOLLER. I can not remember.

Senator SMITH. It would be quite important, in order to ascertain the speed of the ship, that the revolutions should be known, would it not?

Mr. LIGHTOLLER. The revolutions are always known and are recorded.

Senator SMITH. If the officer were taking the ship's position and did not note its speed it would be rather a difficult matter to note its correct position, would it not?

Mr. LIGHTOLLER. The officer of the watch takes the position, and the junior officers do the navigation at nighttime, so they are conversant with the ship's speed, and they allow that speed for working out the senior officers' observations.

Senator SMITH. From what junior officer did you get your information that night?

Mr. LIGHTOLLER. I could not remember, sir.

Senator SMITH. Was it Mr. Lowe?

Mr. LIGHTOLLER. It was whoever was on deck at that time.

Senator SMITH. Was Mr. Lowe on deck at that time?

Mr. LIGHTOLLER. No; the fourth and sixth.

Senator SMITH. Senator Perkins wants to ask a question.

Senator PERKINS. When you were relieved on watch, Capt. Lightoller—

Mr. LIGHTOLLER. I am not “captain.”

Senator PERKINS. You have a certificate as captain, have you not?

Mr. LIGHTOLLER. Yes.

Senator PERKINS. Then you are entitled to the honor.

Mr. LIGHTOLLER. No; I do not claim the honor of the title “captain.” I am plain “mister,” as yet.

Senator PERKINS. When the officer is relieved on the bridge the course should be given to him, that he may know in which direction he is to steer, and he watches the compass during his watch to see that the quartermaster is carrying out his instructions; is not that the case?

Mr. LIGHTOLLER. Well, in a sense it is. It is not, actually, in detail. The detail of that is this:

We have a standard compass and a steering compass. The standard compass is the compass we go by. That is, the course that is handed over from one senior officer to another, the standard course. The junior officer goes to the standard compass, which is connected with the wheelhouse by a bell, or by a bell push, wire and bell, and when she is on her course he rings that bell continually, showing the ship is on her course with the standard compass.

The other officer takes her head inside the wheelhouse from the compass the quartermaster is steering by. The standard course is on a board, and the steering compass course is also on a board. Therefore, the quartermaster uses the board that is there for the steering compass. The senior officer of the watch looks to the standard compass board and passes that course along.



Senator PERKINS. The duty of the officer in charge of the bridge, the senior officer, is to see that she is steering the course that has been given, is it not?

Mr. LIGHTOLLER. The senior officers can not go inside of the wheel-house to look at the compass after nighttime; they would be blinded. The junior officers look at it for them. They hold a captain's certificate.

Senator FLETCHER. How many voyages have you made across the ocean?

Mr. LIGHTOLLER. I do not know, sir; I have been to sea for about 24 years.

Senator FLETCHER. In what capacities?

Mr. LIGHTOLLER. From apprentice right up to what I am—first officer.

Senator FLETCHER. How long have you been first officer?

Mr. LIGHTOLLER. About three years.

Senator FLETCHER. How long have you been on ships sailing from Southampton or Belfast to New York?

Mr. LIGHTOLLER. We do not sail from Belfast. We sail from Southampton. I have been sailing from Southampton since our boats went down there.

Senator FLETCHER. How long is that?

Mr. LIGHTOLLER. I think it is about seven years since first we went down there.

Senator FLETCHER. Then you have had considerable experience in navigating vessels and passenger steamers traversing the Atlantic Ocean?

Mr. LIGHTOLLER. And assisting in the navigation, yes.

Senator FLETCHER. Will you state to the committee whether it is customary for such ships to exercise any particular care or caution when in the midst of icebergs or approaching icebergs, or when warned and notified that icebergs are in the vicinity?

Mr. LIGHTOLLER. It is customary to exercise every precaution that is deemed necessary to a seaman's mind.

Senator FLETCHER. What precautions are deemed necessary to a seaman's mind under those conditions on a passenger steamer?

Mr. LIGHTOLLER. Those that will prevent accidents and prevent loss of life.

Senator FLETCHER. You would consider that a precaution would be reasonable and proper and might contribute to the saving of life—such, for instance, as the lessening of speed?

Mr. LIGHTOLLER. When it is necessary.

Senator FLETCHER. Under the conditions that obtained that night on the Atlantic Ocean, a clear night, when you were notified a number of hours ahead that icebergs might be expected, would you consider it a reasonable precaution to keep at full speed?

Mr. LIGHTOLLER. It depends altogether on conditions, and it finally rests with the commander's judgment.

Senator FLETCHER. If the vessel had been running at a lower rate of speed, would not the chances of avoiding that iceberg have been increased?

Mr. LIGHTOLLER. When a vessel is running at a low rate of speed, she is slower on the helm, so the conditions would be totally different.

Senator FLETCHER. That does not answer my question, quite. Read the question, Mr. Reporter.

The stenographer read the question, as follows:

If the vessel had been running at a lower rate of speed, would not the chances of avoiding that iceberg have been increased?

Mr. LIGHTOLLER. That I can not say. I merely state that the ship would be slower of helm, which means that she would take longer to swing on her helm in proportion to her reduced speed.

Senator FLETCHER. She would have had more time in which to swing, would she not?

Mr. LIGHTOLLER. She would have had more time in which to swing.

Senator FLETCHER. With reference to the changing of the route, in crossing the ocean with a passenger steamer like that, have you ever known a ship to change her route by reason of the presence of icebergs?

Mr. LIGHTOLLER. No, sir. We receive our orders; the routes are laid down. As a matter of fact, these routes are laid down by some of your naval men in the United States, and we adhere to them. We have an ice route. When ice is very prevalent and we know that a lot of ice is coming down from the north and we have been notified of it, we sometimes are instructed to take what we call the ice track, or extreme southern route, coming west.

Senator FLETCHER. What track is that?

Senator BOURNE. Who issues those instructions?

Mr. LIGHTOLLER. The company.

Senator BOURNE. To take the other route?

Mr. LIGHTOLLER. The company.

Senator BOURNE. Do they come from the managing director, or does the captain use his own discretion?

Mr. LIGHTOLLER. No; they come from the company.

Senator BOURNE. What officer of the company?

Mr. LIGHTOLLER. I do not know.

Senator FLETCHER. Suppose you are in midocean when you receive this information?

Mr. LIGHTOLLER. I never have been, to my knowledge. You get it before you leave port.

Senator FLETCHER. You get these orders before you leave port?

Mr. LIGHTOLLER. Yes.

Senator FLETCHER. That is, of course, when you are advised, previous to leaving port, of the location of the ice?

Mr. LIGHTOLLER. Exactly.

Senator FLETCHER. Where the ice is located after you have left, and when you are warned of the fact that you are approaching ice, have you ever known of instances when the route would be changed by the commander in order to avoid the ice?

Mr. LIGHTOLLER. No; I have never known the route to be changed by the commander. When we have the absolute position of anything, that is reliable, when the latitude and longitude is given by a ship immediately ahead of an iceberg or a derelict—of course, a derelict is still more dangerous than an iceberg—some commanders will alter their course a few miles just to avoid this derelict, particularly if it is in the nighttime. You have the position of that one derelict and if you cross there at nighttime you might haul a little to the southward or northward.

Senator FLETCHER. In other words, in the observance of proper precautions—

Mr. LIGHTOLLER. That is it, exactly.

Senator FLETCHER. In the observance of proper precautions a commander would not be obliged to stick to a track laid out on his chart, notwithstanding he might be advised of icebergs or derelicts or some obstruction on the track? He ought to vary and alter his route?

Mr. LIGHTOLLER. No; I do not say what he ought to do, at all. I have never been a commander, yet.

Senator FLETCHER. You are speaking as an expert?

Mr. LIGHTOLLER. Not at all.

Senator FLETCHER. In connection with the navigation of passenger vessels?

Mr. LIGHTOLLER. Every man has a different idea with regard to navigation. Each man has his own individual idea with regard to the safety of the ship, which he exercises to the utmost to keep the ship from danger in its various forms.

Senator FLETCHER. You understand you are required, and the commander and all officers are required, to exercise precautions to avoid dangers and accidents?

Mr. LIGHTOLLER. Yes.

Senator FLETCHER. All necessary precautions you are required to take?

Mr. LIGHTOLLER. Yes, sir.

Senator FLETCHER. That is the rule you feel compelled to abide by, under all conditions?

Mr. LIGHTOLLER. Yes.

Senator FLETCHER. Do you know whether or not the passengers were notified that the ship was sinking, and were aroused from their cabins or berths?

Mr. LIGHTOLLER. Of that I have no absolute knowledge. I can merely be guided by the circumstances which occurred. The purser—as a matter of fact, both the pursers—and the pursers' assistants, of whom I believe there were four—two pursers and four assistants, and two doctors, were there. Both pursers I was very friendly with, and knew them both intimately, ashore and afloat. They were both thoroughly capable men.

I draw the conclusion that everyone was notified, by the manner and under the circumstances under which I met them last. It was obvious to me that everything with regard to their duty had been done by the mere fact that shortly before the vessel sank I met a purser, Mr. McElroy, Mr. Barker, Dr. O'Laughlin and Dr. Simpson, and the four assistants. They were just coming from the direction of the bridge. They were evidently just keeping out of everybody's way. They were keeping away from the crowd so as not to interfere with the loading of the boats. McElroy, if I remember, was walking along with his hands in his pockets. The purser's assistant was coming behind with the ship's bag, showing that all detail work had been attended to. I think one of them had a roll of papers under his arm, showing that they had been attending to their detail work.

That is why I draw the conclusion. They were perfectly quiet. They came up to me and just shook hands and said, "Good-bye, old man." We said good-bye to each other, and that is all there was to it.

Senator FLETCHER. Did any of them get in boats?

Mr. LIGHTOLLER. No, sir.

Senator FLETCHER. Did any of them survive?

Mr. LIGHTOLLER. No, not one.

Senator FLETCHER. You say some man told you, just before the ship went down, that he passed toward the stern and did not see anyone?

Mr. LIGHTOLLER. No, I did not say that he did not see anyone. I said he said he did not see any women.

Senator BURTON. Pardon me, but you were to give the name of a person who went to and fro?

Mr. LIGHTOLLER. Oh, yes That was S. Hemmings, lamp trimmer.

Senator BURTON. Is he here?

Mr. LIGHTOLLER. He is here.

Senator FLETCHER. What was the name of the person who you say went along the ship and saw no women?

Mr. LIGHTOLLER. Mr. Hemming; that is the man.

Senator FLETCHER. Oh, was that the man?

Mr. LIGHTOLLER. Yes.

Senator BURTON. Excuse me for interrupting.

Senator FLETCHER. I was just asking that so as to get the name of that individual. Now, Officer, how do you account for the fact that there were no people? Where were the other people who were not in the boats?

Mr. LIGHTOLLER. That I have been unable to fathom. I have tried to find out for my own edification, but I can not fix it up. Perhaps this man Hemmings would be able to throw some light on it. That is why I gave you his name, so that you might ask him. He is the man who walked to the after end of the boat deck. I did not. He may be able to give you some more information. He may be able to clear it up, but I can not.

Senator FLETCHER. You can not yourself account for the people that were not in the boats?

Mr. LIGHTOLLER. I can not.

Senator FLETCHER. I will get you to state, not only from your actual knowledge of the immediate effect, but also from your experience as a navigator and seaman, what the effect of that collision was on the ship, beginning with the first effect, the immediate effect; how it listed the ship, if it did; what effect it had then, and what, in your opinion, was the effect on the ship that resulted from that collision.

Mr. LIGHTOLLER. The result was she sank.

Senator FLETCHER. I understand that. But what was the immediate effect?

Mr. LIGHTOLLER. The immediate effect was she began to go down by the bows.

Senator FLETCHER. But what did the boat do first? Did she tremble, did she shake, did she keep on her course, or what was the immediate effect? Was she obstructed?

Mr. LIGHTOLLER. I do not know. I was in my berth. I do not know what course she kept on. There was a slight shock.

Senator FLETCHER. You were awake?

Mr. LIGHTOLLER. Yes.

Senator FLETCHER. What was the immediate effect?

Mr. LIGHTOLLER. A slight shock, a slight trembling, and a grinding sound. She did not make any alteration in her course, so far as I am aware.

Senator FLETCHER. So far as you could see, the blow did not come from beneath the surface, but came straight along the ship?

Mr. LIGHTOLLER. I could not see anything——

Senator FLETCHER. But so far as you could feel?

Mr. LIGHTOLLER. So far as I could feel, there was a slight shock and a grinding sound. That was all there was to it. There was no listing, no plunging, diving, or anything else.

Senator FLETCHER. What was done then with reference to the ship; was her speed lessened then?

Mr. LIGHTOLLER. I was below; I do not know anything about that?

Senator FLETCHER. You could not tell that?

Mr. LIGHTOLLER. I could not tell you officially; I know I came out on deck and noticed that her speed was lessened; yes.

Senator FLETCHER. Was she not actually stopped entirely from going forward?

Mr. LIGHTOLLER. No; she was not. That is why I said, in my previous testimony, that the ship was apparently going slowly, and I saw the first officer and the captain on the bridge, and I judged that there was nothing further to do.

Senator FLETCHER. You said a while ago that apparently certain of these compartments were pierced?

Mr. LIGHTOLLER. Yes, sir.

Senator FLETCHER. Tell us what you mean by a compartment being pierced. Was it simply, in your judgment, a hole driven in these different compartments, or were sheets of steel ripped off the bottom of the ship?

Mr. LIGHTOLLER. I can only express it as I have expressed it before. She was ripped open.

Senator FLETCHER. To what extent was the ripping, as far as you could judge?

Mr. LIGHTOLLER. Nos. 1, 2, and 3, and the forepeak.

Senator FLETCHER. What width and what length?

Mr. LIGHTOLLER. I have not the slightest idea, sir.

Senator FLETCHER. Could anything have been done to prevent the ship sinking?

Mr. LIGHTOLLER. Nothing further than was done.

Senator FLETCHER. Was there anything done to prevent it?

Mr. LIGHTOLLER. Yes; the water-tight doors were closed.

Senator FLETCHER. That was the only thing that could have been done at that time?

Mr. LIGHTOLLER. All they could do was to take the way off the ship and close the doors.

Senator FLETCHER. The lifeboats and the belts were all sound and in good condition?

Mr. LIGHTOLLER. Perfect condition.

Senator FLETCHER. Were you running the ship with the purpose and the view of arriving in New York at any particular time?

Mr. LIGHTOLLER. I had nothing at all to do with that, sir. I do not know anything about that.

Senator FLETCHER. Did you hear anybody discuss it?

Mr. LIGHTOLLER. No; we figured to get in Wednesday morning. There was no object in getting there any earlier.

Senator FLETCHER. You can not say whether it is customary, according to your experience and observation, to lessen the speed of a ship under those conditions, approaching icebergs?

Mr. LIGHTOLLER. Under circumstances existing as they were then; at other times, when I have approached ice with conditions approximately the same as they were in this case, as near as I can tell, we have gone at the ordinary rate of speed at which we had been going during the voyage.

Senator FLETCHER. Was there any panic aboard the ship?

Mr. LIGHTOLLER. Not the slightest.

Senator FLETCHER. At any time?

Mr. LIGHTOLLER. At no time.

Senator FLETCHER. The regulations prohibit the use of any lights on board the ship except those prescribed by law?

Mr. LIGHTOLLER. Steaming lights, yes; only what are prescribed by law.

Senator FLETCHER. Do you know what lights they are?

Mr. LIGHTOLLER. Masthead light, side lights, and stern light.

Senator FLETCHER. Are those lights of any assistance in enabling the lookout to look out and see an object in front?

Mr. LIGHTOLLER. No; they are not for that purpose at all.

Senator FLETCHER. In your opinion, a searchlight that night would have revealed this iceberg?

Mr. LIGHTOLLER. Oh, no; I did not say so.

Senator BOURNE. Have you an opinion on that, as to whether a searchlight would have revealed the iceberg?

Mr. LIGHTOLLER. I think it would have assisted us, under those peculiar conditions, very probably. The light would have been reflected off the berg, probably. Yet it is difficult to say. I do not know. A seachlight is a peculiar thing, and so is an iceberg. An iceberg reflects the light that is thrown on it, and if you throw the light on an iceberg it turns it to white, and if you throw it on the sea it turns it to white.

Senator BOURNE. But would you not get the contrast with the shadow outside?

Mr. LIGHTOLLER. But, you see, the shadow will be directly the other way; the other side of the berg from the searchlight.

Senator BOURNE. But would you not get the shadow where it goes off at the end of the iceberg?

Mr. LIGHTOLLER. How could you, if you were looking at it directly? The shadow would be on the other side.

Senator BOURNE. But you would get the break at the end of the iceberg?

Mr. LIGHTOLLER. Well, I do not know. I dare say it might have been an advantage. Of course it would have been an advantage to try it, anyhow.

Senator BOURNE. Taking a ship of the *Titanic's* tonnage, going at a speed of 21 knots, in what distance could you stop it if you reversed the engine?

Mr. LIGHTOLLER. Reversed the engine full speed astern?

Senator BOURNE. Yes.



Mr. LIGHTOLLER. I forgot what the stopping time was. We tried it in Belfast. I suppose about a minute and a half, maximum.

Senator BOURNE. And within what distance; what part of a mile?

Mr. LIGHTOLLER. A quarter of a mile; about a quarter of a mile.

Senator FLETCHER. I did not quite understand that. You say if she were going at the rate of 21 knots she could be stopped in a quarter of a mile?

Mr. LIGHTOLLER. If she were going at 21 knots and you put the telegraph full speed astern, I think that the way would be off the ship, as we call it when the ship is not going through the water, in about a minute and a half, and that she would cover in that time approximately a quarter of a mile.

Senator NEWLANDS. When you struck that iceberg, was the iceberg in the exact position in which it was located on the chart?

Mr. LIGHTOLLER. That I could not say, sir.

Senator NEWLANDS. You say it would not have been customary under those circumstances to slow up the steamer. What did you rely upon; simply the sight to catch any object ahead?

Mr. LIGHTOLLER. Seeing the object; yes.

Senator NEWLANDS. You spoke of not relying upon the lookout.

Mr. LIGHTOLLER. I spoke about relying on the lookout in this manner. This is what I wish thoroughly understood, that the officer does not rely on the lookout to the extent of sitting down and having a smoke, or anything like that. He keeps his own lookout.

Senator NEWLANDS. But at the same time, he utilizes the lookout?

Mr. LIGHTOLLER. Yes, sir.

Senator SMITH. I want to let you go, and yet I want to ask another question. Do you know of any evidence or report as to water on the upper deck of the *Titanic*?

Mr. LIGHTOLLER. Yes; before she went down the water was up to the top of the bridge.

Senator SMITH. When did you first note water on E deck?

Mr. LIGHTOLLER. I did not note it.

Senator SMITH. Did you see any water there at all?

Mr. LIGHTOLLER. I did not look there.

Senator SMITH. Did you hear Mr. Boxhall's testimony?

Mr. LIGHTOLLER. Part of it.

Senator SMITH. Did you hear him say that he saw lights ahead of the *Titanic* that night?

Mr. LIGHTOLLER. Yes. I know he did, anyway.

Senator SMITH. And gave signals?

Mr. LIGHTOLLER. Yes; I saw the signals.

Senator SMITH. Did you see the lights on the boat?

Mr. LIGHTOLLER. Yes, sir.

Senator SMITH. Ahead of the *Titanic*?

Mr. LIGHTOLLER. Two points on the port bow.

Senator SMITH. About how far distant, in your judgment?

Mr. LIGHTOLLER. Four or 5 miles away. I would say 3 to 4 miles, roughly. I did not stop to look at them.

Senator SMITH. How many lights?

Mr. LIGHTOLLER. I could not say; one, as far as I could see with the naked eye.

Senator SMITH. In your course?

Mr. LIGHTOLLER. I do not know how the ship was heading then.



Senator SMITH. Well, was it in your course?

Mr. LIGHTOLLER. You are speaking of the time after we struck?

Senator SMITH. Is that when you saw this light?

Mr. LIGHTOLLER. Yes, sir; when we were getting the boats out.

Senator SMITH. You did not see it before then?

Mr. LIGHTOLLER. I was not on deck.

Senator SMITH. You did not see it up to the time you left the deck at 10 o'clock?

Mr. LIGHTOLLER. No, I did not.

Senator SMITH. But you did see a light——

Mr. LIGHTOLLER (interposing). Two points on the port bow, during the time in which I was getting out the boats.

Senator SMITH. Do you know what it was?

Mr. LIGHTOLLER. I do not.

Senator SMITH. The captain wants me to ask you if you know what was the compass bearing of that light?

Mr. LIGHTOLLER. I do not.

Senator SMITH. Did you ever know, in your experience as a seaman, or have you ever known, the steam whistle to be used to detect the presence of ice by means of an echo?

Mr. LIGHTOLLER. Certainly not.

Senator SMITH. Nothing of that kind was attempted on the *Titanic*?

Mr. LIGHTOLLER. Certainly not.

#### TESTIMONY OF MR. ROBERT HICHENS.

The witness was sworn by the chairman.

Senator SMITH. You have given your full name?

Mr. HICHENS. Yes, sir.

Senator SMITH. What is your home address?

Mr. HICHENS. 45 James Street, St. Marys, Southampton.

Senator SMITH. How old are you?

Mr. HICHENS. Thirty, sir.

Senator SMITH. Have you a family?

Mr. HICHENS. Wife and two children.

Senator SMITH. What is your business?

Mr. HICHENS. Quartermaster.

Senator SMITH. How long have you held such a position?

Mr. HICHENS. For the last seven or eight years, sir.

Senator SMITH. On what ship were you employed on April 14th last? [After a pause.] I will change my question, and maybe you can get it a little quicker. Were you filling such a position on the *Titanic* at the time when she suffered this collision?

Mr. HICHENS. Yes.

Senator SMITH. Were you at your post of duty the night of the collision?

Mr. HICHENS. Yes.

Senator SMITH. What was your post of duty; where was it?

Mr. HICHENS. At the time of the collision I was at the wheel, sir, steering the ship.

Senator SMITH. How long had you been at the wheel when the collision occurred?

Mr. HICHENS. One hour and forty minutes, sir.

Senator SMITH. How long a watch did you have?

Mr. HICHENS. We would have four hours' watch; two hours standby and two hours at the wheel.

Senator SMITH. I wish you would tell now, in your own way, what occurred that night from the time you went on watch until the collision occurred.

Mr. HICHENS. I went on watch at 8 o'clock. The officers on the watch were the second officer, Mr. Lightoller, senior in command; the fourth officer, Mr. Boxhall; and the sixth officer, Mr. Moody. My first orders when I got on the bridge was to take the second officer's compliments down to the ship's carpenter and inform him to look to his fresh water; that it was about to freeze. I did so. On the return to the bridge, I had been on the bridge about a couple of minutes when the carpenter came back and reported the duty carried out. Standing by waiting for another message—it is the duty of the quartermaster to strike the bell every half hour—as the stand-by quartermaster, sir, I heard the second officer repeat to Mr. Moody, the sixth officer, to speak through the telephone, warning the lookout men in the crow's nest to keep a sharp lookout for small ice until daylight and pass the word along to the other lookout men. The next order I received from the second officer was to go and find the deck engineer and bring him up with a key to open the heaters up in the corridor of the officers' quarters, also the wheelhouse and the chart room, on account of the intense cold. At a quarter to 10 I called the first officer, Mr. Murdock, to let him know it was one bell, which is part of our duty; also took the thermometer and barometer, the temperature of the water, and the log. At 10 o'clock I went to the wheel, sir. Mr. Murdock come up to relieve Mr. Lightoller. I had the course given me from the other quartermaster, north  $71^{\circ}$  west, which I repeated to him, and he went and reported it to the first officer or the second officer in charge, which he repeated back—the course, sir. All went along very well until 20 minutes to 12, when three gongs came from the lookout, and immediately afterwards a report on the telephone, “Iceberg right ahead.” The chief officer rushed from the wing to the bridge, or I imagine so, sir. Certainly I am inclosed in the wheelhouse, and I can not see, only my compass. He rushed to the engines. I heard the telegraph bell ring; also give the order “Hard astarboard,” with the sixth officer standing by me to see the duty carried out and the quartermaster standing by my left side. Repeated the order, “Hard astarboard. The helm is hard over, sir.”

Senator SMITH. Who gave the first order?

Mr. HICHENS. Mr. Murdock, the first officer, sir; the officer in charge. The sixth officer repeated the order, “The helm is hard astarboard, sir.” But, during the time, she was crushing the ice, or we could hear the grinding noise along the ship's bottom. I heard the telegraph ring, sir. The skipper came rushing out of his room—Capt. Smith—and asked, “What is that?” Mr. Murdock said, “An iceberg.” He said, “Close the emergency doors.”

Senator SMITH. Who said that, the captain?

Mr. HICHENS. Capt. Smith, sir, to Mr. Murdock; “Close the emergency doors.” Mr. Murdock replied, “The doors are already closed.” The captain sent then for the carpenter to sound the ship. He also came back to the wheelhouse and looked at the commutator in front

of the compass, which is a little instrument like a clock to tell you how the ship is listing. The ship had a list of 5° to the starboard.

Senator SMITH. How long after the impact, or collision?

Mr. HICHENS. I could hardly tell you, sir. Judging roughly, about 5 minutes; about 5 to 10 minutes. I stayed to the wheel, then, sir, until 23 minutes past 12. I do not know whether they put the clock back or not. The clock was to go back that night 47 minutes, 23 minutes in one watch and 24 in the other.

Senator SMITH. Had the clock been set back up to the time you left the wheel?

Mr. HICHENS. I do not know, sir. I did not notice it.

Senator SMITH. When do you say you left the wheel, at 20 minutes after 12?

Mr. HICHENS. I left the wheel at 23 minutes past 12, sir. I was relieved by Quartermaster Perkis. He relieved me at 23 minutes past 12. I think the first officer, or one of the officers said, “That will do with the wheel; get the boats out.” I went out to get the boats out on the port side. I think I got in No. 6 boat, sir; put in charge of her by the second officer, Mr. Lightoller. We lowered away from the ship, sir, and were told to “Pull toward that light,” which we started to do, to pull for that light. I had 38 women in the boat, sir, 1 seaman and myself, with 2 male passengers, 1 Italian boy and a Canadian major who testified here yesterday.

Senator SMITH. Were you in charge of the boat?

Mr. HICHENS. I was; yes, sir. Everybody seemed in a very bad condition in the boat, sir. Everybody was quite upset, and I told them somebody would have to pull; there was no use stopping there alongside of the ship, and the ship gradually going by the head. We were in a dangerous place, so I told them to man the oars, ladies and all, “All of you do your best.” We got away about a mile, I suppose, from the ship, going after this light, which we expected to be a “cod-banker,” a schooner that comes out on the Banks.

Senator SMITH. A fisherman’s boat?

Mr. HICHENS. Yes, sir; we expected her to be that, sir; but we did not get any nearer the light. There were several other boats around us at this time and one boat that had no light came close up to us. He had four to six men in his boat and I borrowed one fireman from him to put in my boat, to enable me to pull. We did not seem to get any nearer the light, so we conversed together, and we tied our boats side by side. We stopped there until we saw the *Carpathia* heave in sight about daybreak. The wind had sprung up a bit then, and it got very choppy. I relieved one of the young ladies with the oar, and told her to take the tiller. She immediately let the boat come athwart, and the ladies in the boat got very nervous. So I took the tiller back again and told them to manage the best way they could.

Senator SMITH. Do you know who that woman was?

Mr. HICHENS. I do not, sir. They were all entire strangers to me, sir. But the lady I refer to, Mrs. Mayer, she was rather vexed with me in the boat and I spoke rather straight to her, and she accused me of wrapping myself up in the blankets in the boat, using bad language, and drinking all the whisky, which I deny, sir. I was standing to attention, exposed, steering the boat all night, which is a very cold billet. I would rather be pulling the boat than be steer-

ing. But I seen no one there to steer, so I thought, being in charge of the boat, it was the best way to steer myself, especially when I seen the ladies get very nervous with the nasty tumble on. We got down to the *Carthia* and I seen every lady and everybody out of the boat, and I seen them carefully hoisted on board the *Carthia*, and I was the last man to leave the boat. That is all I can tell you, sir.

Senator SMITH. I want to ask you a few questions. I would like to ask you whether you had any trouble with the major, between the *Titanic* and the *Carthia*?

Mr. HICHENS. I had no trouble with him at all, sir, only once. He was not in the boat more than 10 minutes before he wanted to come and take charge of the boat.

Senator SMITH. What did you say to him?

Mr. HICHENS. I told him, “I am put here in charge of the boat.” I said, “You go and do what you are told to do.”

Senator SMITH. Did he say anything more to you?

Mr. HICHENS. He did not answer me, sir, but sat down; went forward on the starboard bow, alongside of Seaman Fleet, who was working very hard. He done most of the work himself; Fleet was doing most of the work.

Senator SMITH. That was the man who was in the crow’s nest at the time the boat struck?

Mr. HICHENS. Yes, sir.

Senator SMITH. He was in your lifeboat, too?

Mr. HICHENS. Yes, sir.

Senator SMITH. Did you lie on your oars off the *Titanic* at any time before the *Titanic* went down?

Mr. HICHENS. Yes, sir.

Senator SMITH. How long?

Mr. HICHENS. Well, we had no time, sir; I could hardly tell you.

Senator SMITH. About how long?

Mr. HICHENS. That I could hardly tell you, sir, because our minds was thinking of other things, sir. I do know we did it, sir.

Senator SMITH. How far were you from the *Titanic* at the time she went down?

Mr. HICHENS. When we sighted the *Carthia* we were about a mile from her.

Senator SMITH. No; when you were lying on your oars?

Mr. HICHENS. About 1 mile, sir.

Senator SMITH. About a mile from the *Titanic*?

Mr. HICHENS. Yes, sir.

Senator SMITH. Could you see the *Titanic*?

Mr. HICHENS. I could not see her; not after the lights went out; no, sir.

Senator SMITH. You could see the lights?

Mr. HICHENS. We could see the lights go out; yes, sir.

Senator SMITH. And you knew the location of the boat?

Mr. HICHENS. We heard the cries for an interval of about two or three minutes.

Senator SMITH. As the ship disappeared?

Mr. HICHENS. As the ship disappeared; yes, sir.

Senator SMITH. The major, who was in that boat with you, said yesterday that you were lying on your oars, drifting, and before the *Titanic* went down you heard cries of distress, and for help. Is that true?

Mr. HICHENS. I did not hear any cries as regarding distress. We heard a lot of crying and screaming. At one time we were made fast to another boat. We were not lying on our oars at all.

Senator SMITH. You made fast to another boat. What boat?

Mr. HICHENS. The boat the master-at-arms was in, sir. I think it was No. 8 boat. He left about the same time as we did.

Senator SMITH. You had 38 women in your boat?

Mr. HICHENS. Yes, sir; I counted them, sir.

Senator SMITH. And how many men?

Mr. HICHENS. I had Fleet, myself——

Senator SMITH. Fleet, the major, and yourself?

Mr. HICHENS. And an Italian boy, sir.

Senator SMITH. That is four men?

Mr. HICHENS. Four, sir. But the Italian boy had a broken arm, sir.

Senator SMITH. Was he the one who was hid away?

Mr. HICHENS. I do not know how he managed to get on the boat at all, sir; I do not know.

Senator SMITH. Was he dressed in woman's clothing?

Mr. HICHENS. No; I do not think so, sir.

Senator SMITH. During the time that you were lying off on your oars, and before the *Titanic* sank, did the women in your boat urge you to go toward the *Titanic*?

Mr. HICHENS. Not that I remember, sir. I am not aware of it.

Senator SMITH. Did they urge you not to go toward the *Titanic*?

Mr. HICHENS. Not that I am aware of, sir.

Senator SMITH. So far as you can recollect, did the women say nothing either one way or the other about it?

Mr. HICHENS. No, sir; not that I remember. In fact, under the conditions, with one seaman in the boat and myself to pull a big boat like that, and being a mile away from the *Titanic*—I did not know what course to take, we had no compass in the boat—it seemed impossible, sir.

Senator SMITH. The major said yesterday when you were asked to return to the source from which these distress cries came——

Mr. HICHENS. I read it in the paper, but that is continually false, sir.

Senator SMITH. That you said, “We are to look out for ourselves now, and pay no attention to those stiff.”

Mr. HICHENS. I never made use of that word, never since I have been born, because I use other words in preference to that.

Senator SMITH. Did you say anything about it?

Mr. HICHENS. Not that I am aware of, sir.

Senator SMITH. And you wish the committee to understand that you did not refuse to go to the relief of people in the water, either before or after the *Titanic* disappeared?

Mr. HICHENS. I could not, sir. I was too far away, and I had no compass to go back, to enable me to find where the cries came from. The cries I heard lasted about two minutes, and some of them were saying, “It is one boat aiding the other.” There was another boat aside of me, the boat the master-at-arms was in, full right up.

Senator SMITH. How long after you were lying on your oars was it that the *Titanic* went down?

Mr. HICHENS. I could hardly tell you, sir.

Senator SMITH. Did you instruct the men in your boat to row away from the *Titanic* after it went down?

Mr. HICHENS. I did, sir.

Senator SMITH. Why did you not row toward the scene of the *Titanic*?

Mr. HICHENS. The suction of the ship would draw the boat, with all her occupants, under water, I thought, sir.

Senator SMITH. Is that the sole reason you did not go toward the *Titanic*?

Mr. HICHENS. I did not know which way to go back to the *Titanic*. I was looking at all the other boats; I was among all the other boats.

Senator SMITH. What other boats; the lifeboats?

Mr. HICHENS. We were all together; yes, sir.

Senator SMITH. Why were you looking at the lifeboats?

Mr. HICHENS. We were looking at each other's lights.

Senator SMITH. Did you have a light?

Mr. HICHENS. I did; yes, sir. We all had lights and were showing them to one another.

Senator SMITH. The lifeboats all had lights?

Mr. HICHENS. Most all of us. We kept all showing our lights now and then to let them know where we were, too.

Senator SMITH. Do you mean to tell me you would pass your time in showing one another your own lights, but did not go toward the *Titanic*?

Mr. HICHENS. Yes; but before the *Titanic* sank we were all pulling for a light which we thought was to be a cod banker. We all made for this light.

Senator SMITH. You made up your mind it was not the boat you thought it was? You thought it was a fishing boat?

Mr. HICHENS. We all thought so, and all pulled for that light.

Senator SMITH. You then pulled for that light, and finally discovered you were making no progress toward it?

Mr. HICHENS. Yes, sir.

Senator SMITH. And you stopped?

Mr. HICHENS. We stopped then; yes, sir.

Senator SMITH. And at that time you were a mile away from the *Titanic*?

Mr. HICHENS. Yes, sir; a mile or more, sir.

Senator SMITH. And was the *Titanic* still afloat?

Mr. HICHENS. The *Titanic* was still afloat, sir, and her lights all showing.

Senator SMITH. How long after that did you see her go down?

Mr. HICHENS. I could hardly tell you. Probably 10 minutes after that her lights disappeared, but I did not see her go down.

Senator SMITH. You, yourself, did not see her disappear?

Mr. HICHENS. No, sir.

Senator SMITH. Was your back toward her?

Mr. HICHENS. We could not see her at all. When I seen the lights disappear, that was all I could see, because it was very dark.

Senator SMITH. You sat at the tiller?

Mr. HICHENS. I was standing at the tiller.

Senator SMITH. With your back to the ship?

Mr. HICHENS. Yes, sir.

Senator SMITH. And you did not see her go down?



Mr. HICHENS. No, sir.

Senator SMITH. After the lights disappeared and went out, did you then hear cries of distress?

Mr. HICHENS. We did hear cries of distress, or I imagined so, sir, for two or three minutes. Some of the men in the boat said it was the cries of one boat hailing the other. I suppose the reason they said this was not to alarm the women—the ladies in the boat.

Senator SMITH. Did the Italian say that?

Mr. HICHENS. The Italian could not speak. I am not talking of our own men, but the boat close, near by.

Senator SMITH. Some other boat?

Mr. HICHENS. Yes, sir; we were having conversation with them and the master-at-arms.

Senator SMITH. You desire the committee to understand that you kept a safe distance from the *Titanic* after you got into the lifeboat; you made fast to the other lifeboat; you went away from the *Titanic* about a mile; you lay there on your oars; you saw the *Titanic* go down, or saw the lights go out, and you did not go in that direction at all?

Mr. HICHENS. We did not know what direction to go, sir.

Senator SMITH. Did you, after the lights went out, go in the direction in which the lights were?

Mr. HICHENS. When the lights were gone out, we were still heading toward this cod banker, all of us.

Senator SMITH. That fishing boat was away from the *Titanic's* position?

Mr. HICHENS. Yes, sir, a good ways, sir.

Senator SMITH. You were heading for that?

Mr. HICHENS. Yes, sir.

Senator SMITH. When you left the *Titanic* in the lifeboat, did anyone tell you to take that load off and come back to the *Titanic*?

Mr. HICHENS. Yes, sir.

Senator SMITH. Who told you that?

Mr. HICHENS. I think it was the first officer or the second officer. I am not sure which officer it was.

Senator SMITH. Mr. Murdock or Mr. Lightoller?

Mr. HICHENS. One of them; I am not sure which.

Senator SMITH. What did you say?

Mr. HICHENS. All right, we was willing to pull away for this light; but when we got down we told him we had to have one more man in the boat.

Senator SMITH. You wanted another man?

Mr. HICHENS. We wanted two or three more men if we could get them.

Senator SMITH. But you did not get them?

Mr. HICHENS. No, sir; only this major; he came down. He got in then, and that is all.

Senator SMITH. He swung himself out and got in, didn't he?

Mr. HICHENS. Yes, sir.

Senator BURTON. Did that call come back before the major got into the boat, or was it when you were away from the ship and rowing away?

Mr. HICHENS. When I got down to the bottom, when we were lowered down in the water, we only had one man there, one seaman besides myself.



Senator BURTON. Then you say it was the first or second officer called you to come back?

Mr. HICHENS. He told us to go away and make for the light. We had them orders before we went down below. We had no orders when we got to the water at all; we couldn't hear then.

Senator SMITH. The orders you got were to take that boat to the water?

Mr. HICHENS. To that light.

Senator SMITH. To the light and return?

Mr. HICHENS. Yes, sir; that is right.

Senator SMITH. And that order was given to you by the first or second officer?

Mr. HICHENS. Yes, sir.

Senator SMITH. Was your lifeboat lowered from the port or from the starboard side?

Mr. HICHENS. The port, sir.

Senator SMITH. You did not carry out that order?

Mr. HICHENS. Yes; I did sir.

Senator SMITH. What did you do?

Mr. HICHENS. I pulled for that light—this imaginary light. We were pulling for it all the time.

Senator SMITH. You pulled for this imaginary light?

Mr. HICHENS. Yes, sir.

Senator SMITH. And never returned to the side of the *Titanic*?

Mr. HICHENS. We could not return, sir.

Senator SMITH. I think I understand you.

I want you to tell the committee, if you can, why you put the ship to starboard, which I believe you said you did, just before the collision with the iceberg?

Mr. HICHENS. I do not quite understand you, sir.

Senator SMITH. You said that when you were first apprised of the iceberg, you did what?

Mr. HICHENS. Put my helm to starboard, sir. That is the orders I received from the sixth officer.

Senator SMITH. What was the effect of that?

Mr. HICHENS. The ship minding the helm as I put her to starboard.

Senator SMITH. But suppose you had gone bows on against that object?

Mr. HICHENS. I don't know nothing about that. I am in the wheelhouse, and, of course, I couldn't see nothing.

Senator SMITH. You could not see where you were going?

Mr. HICHENS. No, sir; I might as well be locked in a cell. The only thing I could see was my compass.

Senator SMITH. The officer gave you the necessary order?

Mr. HICHENS. Gave me the order, "Hard a'starboard."

Senator SMITH. Hard a'starboard?

Mr. HICHENS. Yes, sir.

Senator SMITH. You carried it out immediately?

Mr. HICHENS. Yes, sir; immediately, with the sixth officer behind my back, with the junior officer behind my back, to see whether I carried it out—one of the junior officers.

Senator SMITH. Is that the only order you received before the collision, or impact?

Mr. HICHENS. That is all, sir. Then the first officer told the other quartermaster standing by to take the time, and told one of the

junior officers to make a note of that in the log book. That was at 20 minutes of 12, sir.

Senator SMITH. You said it was pretty cold that night?

Mr. HICHENS. Very intense cold, sir.

Senator SMITH. What did that indicate to you—that you were in the vicinity of the Great Banks of Newfoundland?

Mr. HICHENS. I do not know, sir. In the morning, when it turned daybreak, we could see icebergs everywhere; also a field of ice about 20 to 30 miles long, which it took the *Carpathia* 2 miles to get clear from when it picked the boats up. The icebergs was up on every point of the compass, almost.

Senator SMITH. It was very cold?

Mr. HICHENS. Very cold, sir.

Senator SMITH. Freezing, I believe you said.

Mr. HICHENS. Yes, sir.

Senator SMITH. Did you yourself take the temperature of the air or water that night?

Mr. HICHENS. Yes, sir.

Senator SMITH. Where and when?

Mr. HICHENS. About 10 minutes before I went to the wheel, sir.

Senator SMITH. How did you take the temperature of the air?

Mr. HICHENS. We have a bucket, sir, attached to a piece of line about 20 fathoms long, which we put over the lee side of the ship, and draw just sufficient water to put the instrument in to cover the mercury to make it rise to its temperature, sir.

Senator SMITH. Is that a dipper or pail?

Mr. HICHENS. A small bucket, leaded at the bottom.

Senator SMITH. What is attached to it, a rope or chain?

Mr. HICHENS. A piece of line about as thick as your black lead pencil.

Senator SMITH. Did you take that line and lower this bucket yourself?

Mr. HICHENS. Yes, sir; when it was my duty to do so I did it.

Senator SMITH. You did it that night just before going to the wheel?

Mr. HICHENS. Yes, sir.

Senator SMITH. The bucket reached the water, did it?

Mr. HICHENS. Certainly, sir.

Senator SMITH. You took the temperature?

Mr. HICHENS. Yes.

Senator SMITH. What was it?

Mr. HICHENS. I could not tell at the present time, sir. We have to enter it up in the log book.

Senator SMITH. Did you enter it?

Mr. HICHENS. I did, sir.

Senator SMITH. But you can not remember what it was?

Mr. HICHENS. I can not remember; no, sir.

Senator SMITH. Whether it was zero?

Mr. HICHENS. No, sir; I know it was not zero.

Senator SMITH. You can not give us any idea about it?

Mr. HICHENS. No, sir.

Senator SMITH. You took the temperature of the air?

Mr. HICHENS. We had to do this duty every two hours. The quartermaster was standing by. After that we don't take no notice

of it. We write it down in the log book for the junior officer, and it is copied off in the quartermaster's log book.

Senator SMITH. And it constitutes part of the log book?

Mr. HICHENS. Yes, sir; just as we take the barometer and the thermometer, and then the air, or the temperature of the water, and the like.

Senator SMITH. And you took the temperature of both the water and air, but you do not remember how cold the water was, or what the temperature of the water was?

Mr. HICHENS. No, sir.

Senator SMITH. Do you remember what the temperature of the air was?

Mr. HICHENS. No, sir—oh, yes, sir.

Senator SMITH. When did you take the temperature of the water and air—when had you done so before that time?

Mr. HICHENS. The last watch on deck, when it was not my wheel. If I had the station on the bridge——

Senator SMITH. When was it? What time was it?

Mr. HICHENS. In the morning; the same watch in the morning; the 8 to 10 watch, Sunday morning.

Senator SMITH. What did you find the temperature of the water and air at that time? Do you recall that?

Mr. HICHENS. I do not know, sir.

Senator SMITH. Do you recall whether you found it colder at night than you did in the morning?

Mr. HICHENS. Yes, sir; I know the thermometer was down at 31 at 8 o'clock on Sunday evening—31½. That is the only thing I do remember.

Senator SMITH. And both the water and the air were colder when you made the last test——

Mr. HICHENS (interrupting). Yes, sir.

Senator SMITH (continuing). Than when you made the previous test?

Mr. HICHENS. Certainly so, sir.

Senator SMITH. What did that indicate to you?

Mr. HICHENS. It had nothing to do with me. It does not concern me, whatever.

Senator SMITH. What did you think? Did you think you were in the vicinity of ice when you found that water so cold?

Mr. HICHENS. No, sir; I didn't think nothing about it.

Senator SMITH. Had you heard you were in the vicinity of ice?

Mr. HICHENS. I heard by the second officer when he repeated it. He sent me with his compliments to the ship's carpenter to look out for the ship's water, that it was freezing, at 8 o'clock. Then I knew. I didn't know before, but I heard the second officer distinctly tell Mr. Moody, the sixth officer, to repeat through the telephone, and keep a sharp lookout for small ice until daylight, and to pass the word along for the other lookout men.

Senator SMITH. You heard no officer say anything about icebergs, or an ice field, or growlers, or whatever they call these things, except what you have described, when he said it was freezing?

Mr. HICHENS. Yes.

Senator SMITH. Had you ever been over that course before?

Mr. HICHENS. No, sir.

Senator SMITH. Had you ever been among icebergs before?

Mr. HICHENS. Yes, sir.

Senator SMITH. Where?

Mr. HICHENS. Up about Norway and Sweden, and Petersburg, and up the Danube.

Senator SMITH. So they were not unfamiliar sights to you?

Mr. HICHENS. No, sir.

Senator SMITH. Did you have any way of your own by which you knew whether you were in the vicinity of icebergs?

Mr. HICHENS. It began to get very, very cold; exceedingly cold; so cold we could hardly suffer the cold. I thought there was ice about, somewhere.

Senator SMITH. That indicated to you that you were in the vicinity of ice?

Mr. HICHENS. It did not concern me. It had nothing to do with me at all. The officers had to do with it. I am only a junior officer.

Senator SMITH. I did not ask you that. I just asked you what you thought, and not what you did. You had had experience among these icebergs, and when you found it cold and getting colder all the time, in the north Atlantic, you reached the conclusion that you were coming to ice, did you?

Mr. HICHENS. I thought so, sir.

Senator SMITH. Did you say anything about it to anyone?

Mr. HICHENS. No, sir.

Senator SMITH. Was the bucket with which you dipped this water to make the tests the bucket that was supposed to be with the *Titanic*, or was it something you improvised, that you found yourself, with which to do the work?

Mr. HICHENS. It was a small paint tin, sir.

Senator SMITH. Was it new or was it old?

Mr. HICHENS. I was an old one, sir.

Senator SMITH. An old one?

Mr. HICHENS. One the quartermaster got for the occasion, because we had nothing else, sir.

Senator SMITH. How was it fastened to the rope?

Mr. HICHENS. Bent on, like any other ordinary thing; bent on the handle just like a bent pin.

Senator SMITH. How much water would that bucket hold?

Mr. HICHENS. It would hold about a quart, sir; if it was full up.

Senator SMITH. How much would the ordinary bucket hold that you would find on a ship of that character?

Mr. HICHENS. They don't get no buckets at all. That is not the proper thing. The proper thing they use is a long piece of leather, leaded, the shape of that paper that is folded up on the table there [indicating].

Senator SMITH. But that you did not have?

Mr. HICHENS. No, sir.

Senator SMITH. Did you hear any reports made to the captain or officers as to water entering the ship?

Mr. HICHENS. No, sir.

Senator SMITH. Are you the man who was taken off the *Lapland*?

Mr. HICHENS. Yes, sir.

Senator SMITH. And transferred back to New York?

Mr. HICHENS. Yes, sir; by the pilot boat.

Senator SMITH. And you were taken from what boat, this morning, in New York?

Mr. HICHENS. The *Celtic*. I have been staying with the *Celtic*, waiting for inquiry, since last Saturday.

Senator SMITH. When would the *Celtic* have sailed?

Mr. HICHENS. She was supposed to have sailed to-morrow, sir. I have been there the last four days, awaiting the inquiry, sir.

Senator BOURNE. You say you were taken off the *Celtic*?

Mr. HICHENS. I was not taken off; I walked off. There was a man there——

Senator SMITH. You were taken off the *Lapland*?

Mr. HICHENS. Off the *Lapland*. I had no orders as to the inquiry when I went down to the *Lapland*. I was like all the remainder, sir. I am eager to go home and see my wife and children after a disaster of this description; but when I had orders I was wanted, I was taken ashore, and I came ashore with the pilot boat. I had a letter directing me to the *Celtic*, to wait there until I had orders to go, which I have done, sir.

Senator SMITH. You are going back home on the *Celtic* as soon as the committee gets through with you?

Mr. HICHENS. I should very much like to, sir.

Senator SMITH. Are you going to ship as a sailor and work your own passage back, or would the company pay it?

Mr. HICHENS. I can not very well do that yet. The company will have to do that, sir.

Senator SMITH. Do you recall the testimony you gave as to the ship's position or course?

Mr. HICHENS. The course was north  $71^{\circ}$  west, sir.

Senator SMITH. Is that by the steering compass?

Mr. HICHENS. That is by the compass the quartermaster was steering by in the wheelhouse, sir.

Senator SMITH. By the true course?

Mr. HICHENS. The course in the standard compass and steering compass vary two or three degrees, I think, sir; but the course we get and the course the officers get is different. We repeat our course to the officers, at sea, every quarter hour, and every so often that we are always on our course. The captain comes around three or four times, every five minutes, say.

Senator SMITH. You left the wheelhouse that Sunday night at——

Mr. HICHENS (interposing). Twenty-three minutes past 12.

Senator SMITH. Were you relieved at the wheelhouse?

Mr. HICHENS. I was relieved at the wheel by Quartermaster Perkiss. He took the wheel from me.

Senator SMITH. Did he survive?

Mr. HICHENS. Yes, all the quartermasters survived, sir, having charge of boats.

Senator SMITH. Your watch had not expired?

Mr. HICHENS. My watch had expired; yes.

Senator SMITH. When he relieved you?

Mr. HICHENS. Yes, sir. It was my watch to go below then.

Senator BOURNE. Did you have daily drills with the lifeboats?

Mr. HICHENS. Yes, sir.

Senator BOURNE. Fire drills and lifeboat drills every day; is that customary?

Mr. HICHENS. I did not see them. The only thing I saw was the emergency boat. There is one emergency boat on each side of the

bridge, just abaft the bridge, which is kept, in case of accident, always swung out.

Senator BOURNE. There was a daily drill for the emergency boat?

Mr. HICHENS. Yes, at 6 o'clock in the evening, usually.

Senator SMITH. You know, do you not, that the second officer and the other officers say that there were no daily drills; that the only drill took place at Southampton, when two lifeboats were lowered?

Mr. HICHENS. Yes; as regards drilling, that is true, sir; but what I am talking about is the emergency boat. They mustered the men every night at 6 o'clock, in case of emergency, in case they should want the emergency boat on account of a man falling overboard or anything else.

Senator SMITH. Do they muster these men every night at 6 o'clock?

Mr. HICHENS. Yes, sir.

Senator SMITH. Where?

Mr. HICHENS. On the bridge; they muster them there with an officer.

Senator SMITH. And what do they do—lower the boat?

Mr. HICHENS. No; I have never seen them do that. I have been in the wheelhouse at the time——

Senator SMITH. You did not see them?

Mr. HICHENS. No; but I have heard the report, and I have seen the officer as I was going to the wheelhouse; and one evening I might be on the dogwatch, from 6 to 8 o'clock——

Senator SMITH. But you do not know what they did—whether they lowered the boat to the water?

Mr. HICHENS. No, sir.

Senator SMITH. And that is the drill you referred to?

Mr. HICHENS. No; I am not referring to any drill; I am only referring to the mustering of the men at 6 o'clock.

Senator SMITH. How many men are mustered?

Mr. HICHENS. About 8, I think; 6 seamen and the quartermaster and an officer.

Senator SMITH. Every night at 6 o'clock?

Mr. HICHENS. Yes, sir.

Senator SMITH. But they go to those two boats, one on the port and one on the starboard side?

Mr. HICHENS. Yes, sir.

Senator SMITH. And what they do when they get there you do not know of your own knowledge?

Mr. HICHENS. No, sir; the boat is always kept in readiness to be gotten out at a moment's notice in case of accident.

Senator SMITH. Do you say you have made arrangements to go back on the *Cedric*?

Mr. HICHENS. No, sir; I have not made any arrangements at all. I am awaiting orders, like all the other men.

Senator BOURNE. You would like to go?

Mr. HICHENS. If I possibly could; yes, sir.

Senator SMITH. It seems to be the judgment of my associates that you should be permitted to go. Is there anything further you would like to say?

Mr. HICHENS. I would like to make a little statement as regarding Mrs. Mayer's statement in the newspapers about my drinking the whisky, sir, and about the blankets. I was very cold, sir, and I was



standing up in the boat. I had no hat on. A lady had a flask of whisky or brandy, or something of that description, given her by some gentleman on the ship before she left, and she pulled it out and gave me about a tablespoonful and I drank it. Another lady, who was lying in the bottom of the boat, in a rather weak condition, gave me a half wet and half dry blanket to try to keep myself a little warm, as I was half frozen. I think it was very unkind of her, sir, to make any statement criticizing me. When we got to the ship I handled everyone as carefully as I could, and I was the last one to leave the boat, and I do not think I deserve anything like that to be put in the papers. That is what upset me and got on my nerves.

Senator SMITH. Now, Mr. Witness, you have made a special request to be permitted to go. I would like to know from you, if you do go on the boat to-morrow back to England, whether you will return here if the committee desires to have you?

Mr. HICHENS. I will, sir; yes, sir.

Senator SMITH. And we may communicate with the White Star Line officers and you will hold yourself in readiness to return?

Mr. HICHENS. Yes, sir.

Senator SMITH. That is all; and at their suggestion—they seem to be united about it—you can be excused.

Senator BOURNE. That is, you can go back to England.

Mr. KERLIN. Do you include, Mr. Chairman, the other seamen who are similarly situated, and who have been examined? They are most anxious to get home.

Senator SMITH. Who are they?

Mr. KERLIN. They are Mr. Fleet; the man who was in the other boat, and a steward.

Senator SMITH. I did not examine the steward. I only asked him a question or two in New York. Is that Mr. Crawford?

Mr. KERLIN. Could any of the officers be allowed to go?

Senator SMITH. No, not so far as I am concerned. I would not consent to have them go now; and I do not want to release Mr. Fleet now. I have not finished with Mr. Crawford.

The hearing will stand adjourned until 10 o'clock to-morrow morning.

Thereupon, at 6 o'clock and 20 minutes p. m., the subcommittee adjourned until to-morrow, Thursday, April 25, 1912, at 10 o'clock a. m.

#### ADDITIONAL STATEMENT OF MR. ROBERT HICHENS.

After leaving the witness stand, at his request, and while still under oath, Mr. Robert Hichens, wheelman on board the *Titanic*, who appeared before the committee Wednesday, April 24, made the following statement to Senator Smith:

Mr. HICHENS. At 9.45 o'clock p. m., Sunday, the ship was traveling at that rate and going full speed when the log was taken at 10 o'clock.

Senator SMITH. You mean by full speed, 22½ miles per hour.

Mr. HICHENS. Yes, sir.

Senator SMITH. Do you know whether she was running as fast as she could run?

Mr. HICHENS. I do not know, sir.



# **“TITANIC” DISASTER**

---

VK1255  
.T5

## **HEARING**

**BEFORE A**

## **SUBCOMMITTEE OF THE COMMITTEE ON COMMERCE UNITED STATES SENATE**

**SIXTY-SECOND CONGRESS**

**SECOND SESSION**

**PURSUANT TO**

## **S. RES. 283**

**DIRECTING THE COMMITTEE ON COMMERCE TO INVESTIGATE THE CAUSES LEADING TO THE WRECK  
OF THE WHITE STAR LINER “TITANIC”**

---

## **PART 6**

---

**Printed for the use of the Committee on Commerce**

---

**SUBCOMMITTEE OF THE COMMITTEE ON COMMERCE.**

**UNITED STATES SENATE.**

**WILLIAM ALDEN SMITH, Michigan, *Chairman*.**

**GEORGE C. PERKINS, California.**

**F. M. SIMMONS, North Carolina.**

**JONATHAN BOURNE, Jr., Oregon.**

**FRANCIS G. NEWLANDS, Nevada.**

**THEODORE E. BURTON, Ohio.**

**DUNCAN U. FLETCHER, Florida.**

**W. M. MCKINSTRY, *Clerk*.**

LIST OF WITNESSES.

---

	Page.
Harold Thomas Cottam .....	494
Guglielmo Marconi .....	463, 515



## **“TITANIC” DISASTER.**

**THURSDAY, APRIL 25, 1912.**

**SUBCOMMITTEE OF THE COMMITTEE ON COMMERCE,  
UNITED STATES SENATE,  
Washington, D. C.**

The subcommittee met at 10.15 o'clock a. m.

**Present:** Senators Smith (chairman), Burton, Perkins, and Fletcher.

**Senator SMITH.** I would like to know if Mr. Boxhall, the fourth officer of the *Titanic*, is present?

**Mr. CORNELIUS.** He is not here, sir. He is in bed.

**Senator SMITH.** I want to know, officially, that he is. Can you give any announcement as to Mr. Boxhall, Mr. Burlingham?

**Mr. BURLINGHAM.** Mr. Lightoller says that he is still sick in bed, Mr. Chairman.

**Senator SMITH.** And unable to be present this morning?

**Mr. BURLINGHAM.** He can not be here to-day. We hope he will be able to come to-morrow or the next day, at the latest.

**Senator SMITH.** Officer Lightoller, you know of the illness of Mr. Boxhall?

**Mr. LIGHTOLLER.** Yes, sir.

**Senator SMITH.** Your fellow officer?

**Mr. LIGHTOLLER.** Yes, sir.

**Senator SMITH.** You have seen him this morning?

**Mr. LIGHTOLLER.** Yes, sir.

**Senator SMITH.** And you say he is unable to respond to the call of the committee this morning?

**Mr. LIGHTOLLER.** As far as I know from the doctor; yes, sir.

**Senator SMITH.** That is all.

I should like to have Mr. Marconi take the stand.

### **TESTIMONY OF MR. GUGLIELMO MARCONI—Continued.**

**Senator SMITH.** You were sworn in New York last week. Mr. Marconi?

**Mr. MARCONI.** I was not sworn, Senator.

**Senator SMITH.** I shall swear you this morning, with your consent.

**Mr. MARCONI.** Certainly, Senator.

Mr. Marconi was duly sworn by the chairman.

**Senator SMITH.** In order that we may have in the record your official status, will you kindly state who you are, where you live, and your business?

Mr. MARCONI. Guglielmo Marconi; permanent residence, London, England; chief engineer and chairman of Marconi's Wireless Telegraph Co. (Ltd.), of London, England.

Senator SMITH. As such officer of the English company what have you to do with the equipment of wireless operators on ocean vessels or shore stations, and what have you to do with the selection of operators in that work?

Mr. MARCONI. I am consulted with regard to all technical details concerning the apparatus installed on ships generally, though I am not consulted with regard to the equipment of each particular ship.

Concerning the business arrangements made with shipowners, I am usually not in thorough touch with what is going on, for the reason that I am usually occupied with technical work. I travel about the world a great deal in order to carry on experiments and to inspect plants in various countries. For the business details and for the general management of the company there is a managing director or general manager, who attends to all the work of engaging operators and of negotiating with shipowners and others for the use of wireless telegraphy.

Senator SMITH. Who is that man?

Mr. MARCONI. Mr. Godfrey C. Isaacs.

Senator SMITH. Where does he reside?

Mr. MARCONI. He resides in London. He left New York just before the accident.

Senator SMITH. Just before the *Titanic* accident?

Mr. MARCONI. Yes; just before the *Titanic* accident.

Senator SMITH. Mr. Marconi, what is your official relationship to the British Government, if any?

Mr. MARCONI. I have no official relationship with the British Government, except that I am called upon by them to advise them in matters of wireless telegraphy, generally, and also I have undertaken to be responsible for the design of the long-distance stations which they are erecting in various parts of the British Empire, in which my company will be interested for a period of at least 18 years.

Senator SMITH. Under special contract with the British Government?

Mr. MARCONI. Under special contract with the British Government.

Senator SMITH. Under what department of the British Government is the work of wireless telegraphy undertaken?

Mr. MARCONI. It is under the control of the British post office, the same department that controls the telegraph land lines of the United Kingdom.

Senator SMITH. And are you frequently brought in contact with the head of the post office department of England?

Mr. MARCONI. Very frequently.

Senator SMITH. Is he the officer of the British Government who made this contract to which you refer?

Mr. MARCONI. He is the officer responsible for it, who signs it; but the contract, I should explain, is still subject to the approval of Parliament.

Senator SMITH. Is this an exclusive contract?

Mr. MARCONI. I do not follow what you mean.

Senator SMITH. Is this an exclusive contract?

Mr. MARCONI. You mean a contract only——

Senator SMITH (interposing). I mean a contract that can only be made with you.

Mr. MARCONI. For this particular purpose it is an exclusive contract.

Senator SMITH. And it runs for a period of 18 years?

Mr. MARCONI. It runs over a period of 28 years, but the Government has the right to terminate it, on certain conditions, after 18 years.

Senator SMITH. Will you state to the committee, in general terms, the scope of that contract? I do not mean, now, to go into the exact details; I mean as to whether that contract requires you to install your apparatus and supervise its operation and management, or whether you receive compensation by an agreement which permits the management to fall under the control of the British officials?

Mr. MARCONI. This contract provides that within a certain period of time—I think it is two years—we shall erect these stations for the Government of England in Cyprus, Egypt, India, South Africa, Singapore, and other places where the Government may decide later to erect them.

We are paid a certain lump sum per station for the expense of erection, and the station, before being accepted by the Government, has to satisfy certain requirements in regard to speed of transmission, effectiveness, and reliability.

Senator SMITH. Does this contract cover any charge made by you for the use of patented devices?

Mr. MARCONI. It does; and, if I may explain, a sum which should represent some manufacturing profit, payable, I think, partly before and partly on the completion of each plant. My company has to run each station for six months on behalf of the Government. After six months the Government takes over the station; and for a period of 28 years the Government pays to my company 10 per cent of the gross receipts at each station and pays all expenses.

Senator SMITH. Are these gross receipts from Government business as well as commercial business?

Mr. MARCONI. From all business; but they can terminate this agreement in 18 years if they do not want to use any of my patented inventions. If you will allow me to volunteer, we have another contract in regard to ship and shore stations in England. These are long-distance stations and are generally intended for communication between country and country more than for communication between shore and ship.

Senator SMITH. Have you the exclusive right to equip the public or governmental stations of Great Britain with your system of wireless telegraphy?

Mr. MARCONI. We have that right in so far as the courts uphold the patents under which wireless telegraphy is worked in England. We have some particular arrangements with the Government also.

Senator SMITH. Have you any contract of a similar character with the Government of Germany?

Mr. MARCONI. We have not.

Senator SMITH. Have you had?

Mr. MARCONI. No; we have not.



Senator SMITH. And have you had any dealings with the Government of the Germany Empire?

Mr. MARCONI. We have had some dealings with the Government of Germany. We have equipped lightships for them.

During recent years we have come to an agreement with the German company to work wireless telegraphy jointly on ships of the German mercantile marine. This company is now in operation and is fitting German ships generally.

Senator SMITH. And works in harmony with your appliances?

Mr. MARCONI. Works in harmony with us. We have a partition of the receipts—of the profits.

Senator SMITH. Have you any contract of character similar to the ones with the British Government and the German Government, which you have just described, with any other countries of the world?

Mr. MARCONI. We have an exclusive contract with the Government of Italy; at least, I should say that I have.

Senator SMITH. You, personally?

Mr. MARCONI. Personally; yes.

Senator SMITH. What kind of a contract is that?

Mr. MARCONI. In consideration of not being charged for patent rights in regard to the use of the system they undertake to equip their shore stations and their colonies with my apparatus and use it exclusively for commercial purposes, being free for war and navy purposes to use anything they like.

Senator SMITH. Is that the only other Government with which you or your companies have any contract of that kind?

Mr. MARCONI. No; there are several other Governments. There is the Government of the Dominion of Canada, with which we have a very comprehensive contract as regards ship stations on the North Atlantic coast, on the island of Newfoundland, and up the St. Lawrence, and also as regards the station for communicating direct with England across the Atlantic. I am not acquainted with the details of this contract, but I think it is an important contract.

Senator SMITH. With whom was it made—the Canadian officials or the British officials?

Mr. MARCONI. It was made with the Canadian Government.

Senator SMITH. And it runs over a period of years?

Mr. MARCONI. It runs over a period of years—a considerable period of years—I should say over 10 years, at least.

Senator SMITH. Is it now in force?

Mr. MARCONI. It is now in force.

Senator SMITH. Have you constructed these stations?

Mr. MARCONI. We have constructed a large proportion of them.

Senator SMITH. As I understand, all these arrangements that you have detailed are now in force?

Mr. MARCONI. They are now in force, so far as I know.

Senator SMITH. With what other countries have you contracts?

Mr. MARCONI. We have an exclusive contract with the Government of Newfoundland in regard to the stations on the coast of Newfoundland, and that contract has a number of years to run.

Senator SMITH. Have you established stations up there?

Mr. MARCONI. We have a number of stations up there.

Senator SMITH. Where are they located?

Mr. MARCONI. One north of St. Johns, one at Cape Race, one in the Belle Isle Straits, one at Cape Ray, and one or two others, the location of which I do not remember.

Senator SMITH. What is the type of apparatus installed in the Cape Race office?

Mr. MARCONI. I should call it a type of ship long-distance apparatus.

Senator SMITH. How far can you send the messages with accuracy from that station?

Mr. MARCONI. From that station to a properly equipped ship I should say we could send messages with accuracy over 400 or 500 miles during the daytime and probably considerably over 1,000 miles during the nighttime.

Senator SMITH. To a ship equipped like the *Titanic*, would that apparatus at Cape Race operate for a long distance, and with accuracy?

Mr. MARCONI. Yes, sir; with the *Titanic* I should say it would do about its best.

Senator SMITH. How about the *Carpathia*?

Mr. MARCONI. With the *Carpathia* it would be good for a smaller distance, but I certainly think over 300 miles in the daytime.

Senator SMITH. To a ship like the *Olympic*—

Mr. MARCONI. It would do as well as it would do with the *Titanic*.

Senator SMITH. At night you could communicate with the *Olympic* from Cape Race how far?

Mr. MARCONI. I should say, as a general rule, 1,200 miles or 1,500 miles.

Senator SMITH. Do you know with what apparatus the vessel *Frankfurt*, of the North German Lloyd Line, is equipped?

Mr. MARCONI. I do not know exactly with what it is equipped, but I think it is equipped with an efficient apparatus, because they are very careful what they put on board.

Senator SMITH. The Germans are?

Mr. MARCONI. Yes.

Senator SMITH. What is the wireless equipment of the steamship *Californian*?

Mr. MARCONI. I am not aware of the exact type of apparatus; I think it is a medium-distance apparatus.

Senator SMITH. Do you know of a Canadian vessel, of the Canadian Pacific Railway, called the *Mount Temple*?

Mr. MARCONI. I have heard of her.

Senator SMITH. Do you know how she is equipped with wireless?

Mr. MARCONI. I think she is equipped with a medium or short-distance apparatus.

Senator SMITH. In that event, how far could she communicate accurately?

Mr. MARCONI. Two hundred miles.

Senator SMITH. By day or night?

Mr. MARCONI. By day.

Senator SMITH. How far by night?

Mr. MARCONI. Probably 500 or 600 miles by night, but not very often.

Senator SMITH. Do you regard the Cape Race Station as one of the best stations you have on the coast of Newfoundland?

Mr. MARCONI. I regard it as a good station. It must be remembered that it was equipped several years ago, and that the improvements in wireless have been made very rapidly lately.

Senator SMITH. How did you happen to put a station at Cape Race?

Mr. MARCONI. Because the Canadian Government, the Newfoundland government, and the shipowners, who use the St. Lawrence route, were very anxious to have a station there, and also the trans-Atlantic, New York to Liverpool interests.

Senator SMITH. Why were they anxious?

Mr. MARCONI. Because it would be useful for them in communicating information in regard to where they were, in regard to fogs, and in regard to ice.

Senator SMITH. Do you know the position of the *Titanic* in the North Atlantic when she sank?

Mr. MARCONI. I read of her position and it has been pointed out to me. I do not remember the actual position in degrees and minutes.

Senator SMITH. Have you any means of telling how far the *Titanic* was from your Cape Race station?

Mr. MARCONI. I have no direct means of telling.

Senator SMITH. Have you any impression that the Cape Race station would be the natural coast station to pick up the messages from the *Titanic*?

Mr. MARCONI. I think so. I would prefer to have my memory refreshed as to the exact position.

Senator FLETCHER.  $41^{\circ} 46'$  north;  $50^{\circ} 14'$  west.

Mr. MARCONI. Yes; I think Cape Race would be the best station.

Senator SMITH. That would be the natural station to pick up the communications from a ship located about the place where the *Titanic* sank?

Mr. MARCONI. Yes.

Senator SMITH. What is the greatest distance over which you have ever successfully operated your wireless telegraphy?

Mr. MARCONI. You mean between ship and shore?

Senator SMITH. No; between coast and coast?

Mr. MARCONI. From Clifton, in Ireland, to Buenos Aires, in South America.

Senator SMITH. I did not understand the other day in New York what the distance was from Ireland, the point you speak of, to the Argentine, where this message was received.

Mr. MARCONI. It is approximately 6,000 miles. I would not say exactly that; it may be 5,900 or 6,100.

Senator SMITH. And I think you said the other day that on the coast of Brazil there were huge mountains that, if they influenced this work, failed to destroy it on that test?

Mr. MARCONI. Yes; it did not seem to interfere with the transmission of the electric waves.

Senator SMITH. Did you send a message yourself?

Mr. MARCONI. I received a message myself.

Senator SMITH. You were at the Ireland office?

Mr. MARCONI. No; I was on shore in the Argentine.

Senator SMITH. You were in the Argentine?

Mr. MARCONI. Yes; and my other people were in Ireland. If you will allow me, I should state that this is the greatest distance recorded

I know of in my experience. At the same time it was not a distance over which, with that plant, you could carry out a satisfactory communication. I mean we would get messages at certain times, when the conditions in the space over this great distance were favorable; and at other times we would get nothing. It was not a reliable connection.

Senator SMITH. When you got nothing did you think that the messages had been intercepted?

Mr. MARCONI. No; I did not.

Senator SMITH. At sea or other shore stations?

Mr. MARCONI. They had been absorbed in the atmosphere. Another station can not intercept them so as to stop them; they can only get a copy.

Senator SMITH. Did you receive from any intermediate station, on land or on sea, confirmation of these wireless messages that were sent from Ireland?

Mr. MARCONI. No; I only had the confirmation of the operators who sent them in Ireland.

Senator SMITH. How long after the message was sent from Ireland was it received in the Argentine?

Mr. MARCONI. The actual signs of the messages were received immediately.

Senator SMITH. How much later?

Mr. MARCONI. Theoretically, it should take, for 6,000 miles, one-twentieth or one twenty-fifth of a second. I did not measure it, but it did seem instantaneous.

Senator SMITH. That is, within a minute?

Mr. MARCONI. Yes; under a minute; one-twentieth of a second. It traveled with the same speed as light, I should say. I was sure that the message came from Ireland, because I got a personal message from a friend of mine who was visiting the station at Ireland on that day. I mean I checked it afterwards. I knew he had been there only on that day.

Senator SMITH. What wave length was used in that test?

Mr. MARCONI. About 23,000 or 24,000 feet; I should think about 8,000 meters—over 7,000 meters.

Senator SMITH. You have given the name of the manager of your company in England who has to do with the employment of operators. Have you a manager who answers to that description in America?

Mr. MARCONI. Yes; I have.

Senator SMITH. What is his name?

Mr. MARCONI. Mr. John Bottomley.

Senator SMITH. Is Mr. Bottomley here?

Mr. MARCONI. Mr. Bottomley is not here. Also there is the president of the American company, Gov. John W. Griggs, of New Jersey.

Senator SMITH. What authority has Mr. Bottomley?

Mr. MARCONI. He is secretary and manager of the American Marconi Co.

Senator SMITH. Who is the officer next in rank in your American company?

Mr. MARCONI. Mr. de Sousa.

Senator SMITH. What is his position?

Mr. MARCONI. He is treasurer.

Senator SMITH. Does he live in New York?

Mr. MARCONI. He lives in New York.

Senator SMITH. Who is the next officer?

Mr. MARCONI. Next to him is Mr. Sammis.

Senator SMITH. What is his position?

Mr. MARCONI. His position is that of chief engineer of the American Marconi Co., and I should say he is very intimately in touch with everything concerning the equipment of ships and the operators.

Senator SMITH. He is very intimately in touch with the equipment of ships and the operators?

Mr. MARCONI. Yes; and the operation of the system.

Senator SMITH. Where does he reside?

Mr. MARCONI. He resides in New York. All are at 27 William Street.

Senator SMITH. Is Mr. Sammis here?

Mr. MARCONI. Mr. Sammis is not here.

Senator SMITH. You gave Mr. Sammis's initials?

Mr. MARCONI. I did not. I do not know them. L. Sammis, I think, is his name.

Senator SMITH. And his address is New York?

Mr. MARCONI. No. 27 William Street, New York. We will furnish these names and addresses, if you like.

Senator SMITH. I would like to have the roster of the Marconi Co. officers in America. Do you also keep a detailed roster of the operators?

Mr. MARCONI. Yes.

Senator SMITH. I would like that also.

Mr. MARCONI. I know that the American Co. keeps a register of its own operators. I do not know that they have a register of all the operators of all the other companies which have operators on ships that come to New York. I could get a complete list of them in a short time.

Senator SMITH. Were you present at the so-called Berlin convention held in Berlin, Germany, two years ago?

Mr. MARCONI. I was not present.

Senator SMITH. Are you working under the terms of that convention, so far as your work is carried on in England, in Germany, in Italy, and in these other countries?

Mr. MARCONI. In England, Spain, and France; yes. In Italy, no; because Italy has not joined the convention.

Senator SMITH. Italy is not a member of that convention?

Mr. MARCONI. Italy is not yet a member.

Senator SMITH. And the United States is not yet a member?

Mr. MARCONI. The United States is not yet a member.

Senator SMITH. In order that the record may show we are not unaware of its present status, the convention has been ratified, I believe, by the Senate, and the ratifications have not yet been exchanged.

Mr. MARCONI. That is my understanding.

Senator SMITH. I want to know, if you can tell me, who was the first practical operator of wireless telegraphy covering long distances?

Mr. MARCONI. May I ask what you mean by long distances?

Senator SMITH. I mean a distance that would require over 300-wave lengths to communicate?

Mr. MARCONI. 300 meters in wave lengths?

Senator SMITH. Yes.

Mr. MARCONI. I think it was myself, in England.

Senator SMITH. In what year?

Mr. MARCONI. 1896 and 1897. I carried on tests for the army and for the navy.

Senator SMITH. What were the circumstances surrounding those tests?

Mr. MARCONI. I offered to demonstrate——

Senator SMITH. Had you been an operator before?

Mr. MARCONI. No; I had not. I had not been an operator. I took an interest in electrical subjects generally. I had studied a great deal. I was what I might rightly describe as an amateur.

Senator SMITH. If you can state briefly, I would like the record to disclose it.

Mr. MARCONI. I first carried out some tests in Italy with electrical waves, which, at that time, in 1895, were well known. By a modification of the apparatus, the distance over which these waves could be sent and received was suddenly greatly increased in the practical apparatus for producing waves. It was easy to send them from 20 to 30 yards. I invented apparatus which made them apparent or made it possible to detect them over 2 or 3 miles. That was at the time considered very interesting. After that I came to England, where I had numerous relations, and I offered to demonstrate this new idea to the British post office, the army, and the navy, and to Lloyd's. They were very greatly interested in the system, and tests were carried out and communication was very shortly established over 9 miles. Tests were carried out. The first British ship that was fitted was a yacht belonging to the late King Edward, and several warships belonging to the British Navy and the Italian Navy.

The system worked very well up to a limited distance. It was nowhere near as reliable as it is now. After a certain space of time, in 1899 and 1900, some further improvements were perfected by myself, and some by others, which greatly increased the range and made it apparent at once that it would be possible to communicate over thousands of miles, and steps were taken for the installation of stations to carry out tests to show if it were possible.

If you will allow me to state, the first tests in America were carried out by myself, in 1899, at which time I also carried out experiments on battleships of the United States Navy, the *New York* and the *Massachusetts*. Communication was established, I think, up to 20 or 25 miles, or something like that, at that time.

Senator SMITH. Mr. Marconi, all of these experiments finally eventuated in your ability to communicate messages over about 6,000 miles with accuracy, as you have described?

Mr. MARCONI. Yes; although I think that at present the useful reliable range is something like 3,000 miles.

Senator SMITH. Has science continued to improve the method? Has the method been improved recently?

Mr. MARCONI. It has been improved recently, and it is continuing to be improved.

Senator SMITH. All the time?



Mr. MARCONI. All the time.

Senator SMITH. What do you ultimately expect of it?

Mr. MARCONI. I expect it will be one of the principal means or methods for communicating between distant parts of the world. I am not quite so certain at present whether it may be useful for communicating between places of short distance from each other, say, like New York and Brooklyn or Jersey City. I think wires would be better there; but for communication, say, between New York and England, or between New York and San Francisco, or between Chicago and another distant place, I think that with the increase of speed and the understanding of electricity it will some day become the chief means of communication.

Senator SMITH. Have you any idea that this system will be substituted for the telegraph in the operation of railroad trains?

Mr. MARCONI. It may be, in some cases. I am not quite certain of that. That is looking, of course, very much into the future.

Senator SMITH. I would like to know whether, in the receipt of a wireless message from shore to ship, or from ship to ship, or from ship to shore, there is any noise or alarm accompanying this message through which an operator sitting near would be apprised of the coming of the message?

Mr. MARCONI. In the older apparatus, that was fitted on ships six or seven years ago, there was an arrangement which rang a bell and gave an alarm when the ship was called. This apparatus, however, had the disadvantages of only working over a very limited distance and of being unreliable. I mean to say that sometimes it would not act and at other times it would give false calls. It would be affected by natural effects, or the electricity of the atmosphere, and it would ring up the operator at night for nothing.

Senator SMITH. Let me see if I understand you. A message, perhaps not intended for the ship *Titanic*, for instance, if sent from the Cape Race station, if the apparatus on ships had an alarm device would alarm every ship within the radius of that message, as well as the one for which it was intended?

Mr. MARCONI. Yes; that is exactly so.

Senator SMITH. There is no reliance to be placed upon the warning signal?

Mr. MARCONI. At present there is not. Of course, it may be possible to devise something.

Senator SMITH. If the operator was not at his apparatus with the telephone upon his head he would be unable to detect the message, or the fact that he was being called? Is that right?

Mr. MARCONI. That is right. There is no reliable means at present that will enable him to do so.

Senator SMITH. Then a ship at sea, equipped with wireless telegraphy, if it is to be serviceable in an emergency, should have an operator all the time on duty; should it not?

Mr. MARCONI. Yes, sir. I should add the words “If it is to be serviceable to others in distress.”

Senator SMITH. If it is to be serviceable to others?

Mr. MARCONI. Yes; because in case of accident to itself it can always call its operator and ask him to call for assistance—to ask for assistance.



Senator SMITH. The *Carpathia* had but one operator?

Mr. MARCONI. Only one operator.

Senator SMITH. How many operators are there on the *Californian*?

Mr. MARCONI. I believe there is only one, but I am not certain.

Senator SMITH. Do you know how many operators there are on the *Mount Temple*, the Canadian boat?

Mr. MARCONI. Only one, I believe.

Senator SMITH. And on the *Frankfurt*?

Mr. MARCONI. I do not know as to the *Frankfurt*, because it belongs to a company with which I am not in close touch.

Senator SMITH. Not being advised of the intention of any shore or ship station to communicate with another ship by specified minutes or hours previously arranged, a call might be made for assistance, a distress call—C. Q. D.—and not heard or taken at all unless the operator happened at that moment to be at his apparatus?

Mr. MARCONI. That is a fact.

Senator SMITH. What is the pay of a wireless operator, generally speaking, in this country?

Mr. MARCONI. I am not aware of the exact pay in this country.

Senator SMITH. What is it in England?

Mr. MARCONI. In England it is from, I should say, beginning at \$4 a week to \$10 or \$12 a week, with board and lodging. Of course, you have not asked me this, but I might say it is fairly easy to get operators on those terms in England because it is a rate of pay which is considerably higher than what they get on the shore telegraphs, and, of course, the fact of going to sea is very attractive to a great number of young men.

Senator SMITH. The hazard does not seem to deter them from that service?

Mr. MARCONI. No; it does not.

Senator SMITH. Can you give the wages of wireless operators in America?

Mr. MARCONI. I can not give them accurately. I know that they are slightly higher than the wages in England.

Senator SMITH. Was the wireless operator on the *Carpathia* employed in England or America?

Mr. MARCONI. He was employed in England.

Senator SMITH. Was Mr. Bride, who survived the *Titanic* disaster, employed in England or in America?

Mr. MARCONI. He was employed in England.

Senator SMITH. And the same is true of Mr. Phillip, who perished?

Mr. MARCONI. The same is true of Mr. Phillips.

Senator SMITH. Do you know Mr. Bride?

Mr. MARCONI. I have known him since the accident.

Senator SMITH. Only since then?

Mr. MARCONI. Only since then.

Senator SMITH. Where is he now?

Mr. MARCONI. He is in New York.

Senator SMITH. What is his physical condition?

Mr. MARCONI. He is still suffering from injuries to his ankles. He is ready to come here whenever he is required, but it was thought that until you asked for him he might remain where he is in an endeavor to get well.

Senator SMITH. Do you know Mr. Cottam, the wireless operator of the *Carpathia*?

Mr. MARCONI. I do; but I have only met him since the accident to the *Titanic*.

Senator SMITH. Where were you on Sunday, April 14, last?

Mr. MARCONI. I was in New York.

Senator SMITH. Where were you on Monday following?

Mr. MARCONI. I was also in New York City.

Senator SMITH. Did you have any communication, personally or by your orders, with the *Carpathia* on Sunday night or Monday?

Mr. MARCONI. No; I had none whatever.

Senator SMITH. Did you have any communication with Cape Race station?

Mr. MARCONI. No, sir.

Senator SMITH. On Sunday or Monday?

Mr. MARCONI. No.

Senator SMITH. Did you have any communication with the *Carpathia*, directly or through a ship or coast station, on Sunday, Monday, Tuesday, Wednesday, or Thursday up to the time of the arrival of the *Carpathia* in New York?

Mr. MARCONI. I had no direct communication with the *Carpathia*. I telephoned my office at frequent intervals.

Senator SMITH. On what days?

Mr. MARCONI. On all those days; and I stated that I was very anxious to obtain information of what had happened, and if there was any means of getting it——

Senator SMITH. To whom did you telephone?

Mr. MARCONI. I telephoned to Mr. Bottomley, manager of the American company.

Senator SMITH. Did you telephone to anybody else?

Mr. MARCONI. Not that I remember; somebody else may have answered me—Mr. Sammis, I think. Numerous newspapers telephoned to me.

Senator SMITH. And you telephoned to Mr. Bottomley, and possibly to Mr. Sammis?

Mr. MARCONI. Yes.

Senator SMITH. Did you get any information from them?

Mr. MARCONI. I got no information except, I think it was, on Monday evening.

Senator SMITH. At what time?

Mr. MARCONI. About a quarter to 7.

Senator SMITH. What information was that?

Mr. MARCONI. The information was that the *Titanic* had sunk, with a very heavy loss of life.

Senator SMITH. That was about 7.30 o'clock?

Mr. MARCONI. Between 7 and 8 o'clock.

Senator SMITH. Between 7 and 8 o'clock Monday evening, the 15th of April?

Mr. MARCONI. Yes; I believe it was.

Senator SMITH. Who communicated that fact to you?

Mr. MARCONI. Mr. Bottomley communicated that fact to my secretary.

Senator SMITH. Your secretary communicated it to you?

Mr. MARCONI. My secretary communicated it to me.

Senator SMITH. That was the first information you received from any officer or employee of your company, anywhere?

Mr. MARCONI. Anywhere.

Senator SMITH. What did you do when you got that information?

Mr. MARCONI. I did not do anything. I was exceedingly surprised and shocked at the news. It seemed to me almost impossible.

Senator SMITH. Did you communicate the information to the White Star Line?

Mr. MARCONI. I did not, because I was told that the White Star Line was already informed.

Senator SMITH. When were you told that?

Mr. MARCONI. I was told that at the same time.

Senator SMITH. That evening?

Mr. MARCONI. That evening. I was told that the White Star Line was aware of the fact. I communicated it to some friends of mine that I met.

Senator SMITH. Did you hear anything after Monday evening, between 7 and 8 o'clock, from any of your officers or from any ship or shore station regarding the loss of the *Titanic* up to Thursday evening?

Mr. MARCONI. I think my office informed me that the *Carpathia* was returning to New York with the survivors; at least, I should say I am certain that my office informed me of that.

Senator SMITH. When was that?

Mr. MARCONI. That was Tuesday evening, I should say. But I am not aware whether they got that direct or from the newspapers.

Senator SMITH. That was Tuesday, the 16th?

Mr. MARCONI. Tuesday, the 16th.

Senator SMITH. Do you remember the hour of the day?

Mr. MARCONI. It was late in the evening, after it was dark.

Senator SMITH. Late in the evening?

Mr. MARCONI. Yes.

Senator SMITH. What did you do when you got that information?

Mr. MARCONI. I did not do anything.

Senator SMITH. What was done by your informant?

Mr. MARCONI. I do not know.

Senator SMITH. Did you communicate that fact to the White Star people?

Mr. MARCONI. They did, or it may have come from them.

Senator SMITH. Did you make further inquiry from the *Carpathia*?

Mr. MARCONI. I asked my office whether they had any more information, and I was told that it was very difficult to get it, because the *Carpathia* would be very busy attending to the messages of the captain and of the passengers on board.

Senator SMITH. And you made no further attempt?

Mr. MARCONI. I made no further attempt because I did not think it was right to interfere in any way with the working of the wireless installations or to use any authority I might have to influence the operators, or to try to influence the captain, who I think were the best judges of the situation.

Senator SMITH. And you made no attempt to do so?

Mr. MARCONI. I made no attempt to extract information from the ship. I was concerned only as to whether the wireless was working well or not, and I was informed it was working well.

Senator SMITH. Who informed you of that?

Mr. MARCONI. Mr. Bottomley.

Senator SMITH. Mr. Bottomley, your manager?

Mr. MARCONI. Yes.

Senator SMITH. But you yourself made no attempt to communicate with the *Carpathia* after that?

Mr. MARCONI. No; I did not.

Senator SMITH. Where were you on Thursday, the day of the landing of the *Carpathia*?

Mr. MARCONI. I was in New York City.

Senator SMITH. At your office?

Mr. MARCONI. I called at my office. I was at my hotel, the Holland House, most of the day.

Senator SMITH. But in communication with your office?

Mr. MARCONI. But in communication with my office.

Senator SMITH. Where were you when the *Carpathia* landed at the Cunard dock with the survivors of the *Titanic* wreck?

Mr. MARCONI. I was dining with Mr. Bottomley, whom I mentioned. I had the intention of going on board the *Carpathia* as soon as she reached dock, but she happened to get in sooner than we expected. I therefore left the house where I was dining and proceeded to the dock, and we got on board.

Senator SMITH. What time?

Mr. MARCONI. At about half past 9, just when the survivors were leaving, or just when the last survivors were leaving.

Senator SMITH. You got on board?

Mr. MARCONI. I got on board.

Senator SMITH. What did you do when you got on board?

Mr. MARCONI. I went to the wireless operating room.

Senator SMITH. Did you find the operator there?

Mr. MARCONI. I found the operator there.

Senator SMITH. What did you say to him?

Mr. MARCONI. I said I was glad to see him and congratulated him on what I had heard he had done. I inquired after his senior operator, Phillips.

Senator SMITH. That is, you inquired of Bride about his senior operator, Phillips?

Mr. MARCONI. About Phillips. The operator of the *Carpathia*, Cottam, was not there.

Senator SMITH. Where was he?

Mr. MARCONI. He had gone ashore immediately the ship arrived.

Senator SMITH. Where did he go? Do you know?

Mr. MARCONI. I do not know where he went.

Senator SMITH. Did you see him that evening?

Mr. MARCONI. No. I spoke to him on the telephone that evening.

Senator SMITH. Where was he?

Mr. MARCONI. I do not know where he was.

Senator SMITH. Where were you when you telephoned?

Mr. MARCONI. I was at the Holland House.

Senator SMITH. What did you say to him over the telephone?

Mr. MARCONI. He asked me if he could give an account of what had happened; if it would be all right; if there was anything in the rules against it. I said no; certainly to give every account he could; to disclose anything he knew about it.

Senator SMITH. You told him he could give it?

Mr. MARCONI. Yes; I did. I should state, if you will allow me, in regard to this question of operators, that there is a rule in these companies that operators must not act as reporters. They must accept messages from everyone in the order in which they are presented, and they are bound to transmit them. But it is not encouraged that they should send stories of their own; at least, they would be dismissed if they did it.

Senator SMITH. Is it not made an offense under the laws of England to do it?

Mr. MARCONI. It is an offense, punishable by imprisonment, to disclose the contents of messages. On an occasion like this, of course some latitude would have been given. I mean, I think that on an occasion like this it would have been a good thing if some report had been sent. But this was a matter that depended on the discretion of the operator, and he used his discretion in such a way that he did not send any.

Senator SMITH. He did not send out anything?

Mr. MARCONI. No.

Senator SMITH. Is it an offense under the laws of Germany?

Mr. MARCONI. It is an offense, so far as I know, to disclose the contents of messages.

Senator SMITH. What did you say to him over the telephone?

Mr. MARCONI. He told me that a journalist wanted a story of the disaster, and that he was going to be paid something for it.

Senator SMITH. How much?

Mr. MARCONI. He did not tell me how much. He asked if he could give the story, and I said yes.

Senator SMITH. Where was he?

Mr. MARCONI. I do not know where he was.

Senator SMITH. You do not know from what place he was telephoning?

Mr. MARCONI. No; I do not know from what place. It was very late. It was about 2 o'clock in the morning.

Senator SMITH. What time did the *Carpathia* arrive at New York?

Mr. MARCONI. I believe it was Thursday evening. I forget the date. It was Thursday of last week.

Senator SMITH. Do you use any cipher code in the transmission of wireless messages for yourself?

Mr. MARCONI. I have a cipher code with my officers in London. I have none with operators.

Senator SMITH. What is the cipher?

Mr. MARCONI. It is mostly composed of Western Union words with another meaning attached to them; that is, different from that meaning given in the Western Union code.

Senator SMITH. Is it a registered cipher?

Mr. MARCONI. No; it is not. That is, part of it is registered and part is not.

Senator SMITH. Do you use it often?

Mr. MARCONI. No, rarely; only on rare occasions.

Senator SMITH. Did you use it in your communication with the *Carpathia*?

Mr. MARCONI. No, sir.

Senator SMITH. Or with any shore station?

Mr. MARCONI. No.

Senator SMITH. Did you send a wireless to the operator on the *Carpathia* and ask him to meet you and Sammis at the Strand Hotel, 502 West Fourteenth Street, saying “Keep your mouth shut”?

Mr. MARCONI. No, sir; I did not.

Senator SMITH. If any message of that kind was sent in your name, you did not send it?

Mr. MARCONI. I did not send it.

Senator SMITH. And you know nothing of it?

Mr. MARCONI. I know nothing of it, except some statements or rumors I have heard of it in the press.

Senator SMITH. Do you know the naval vessel *Florida*?

Mr. MARCONI. Yes; I have heard of her.

Senator SMITH. Is she equipped with wireless apparatus?

Mr. MARCONI. Yes, sir; I think so. I think they all are.

Senator SMITH. I am going to read to you the following, and ask whether you know anything about any fact or circumstance connected with it.

This is from the commanding officer of the *Florida* to the Secretary of the Navy, dated April 22, and reads as follows:

On the evening of the steamship *Carpathia*'s arrival in New York, the four following radiograms were intercepted by the chief operator, J. R. Simpson, chief electrician, United States Navy. They appear to me to be significant enough to be brought to the attention of the department:

“SEAGATE TO CARPATHIA—8.12 P. M.

“Say, old man, Marconi Co. taking good care of you. Keep your mouth shut, and hold your story. It is fixed for you so you will get big money. Now, please do your best to clear.”

That was 8.12 p. m. Then follows this one:

8.30 P. M.

To Marconi officer, *Carpathia* and *Titanic*:

Arranged for your exclusive story for dollars in four figures, Mr. Marconi agreeing. Say nothing until you see me. Where are you now?

J. M. SAMMIS, *Op'r.* C.

9 P. M.

From Seagate to *Carpathia* operator: Go to Strand Hotel, 502 West Fourteenth Street. To meet Mr. Marconi.

9.33 P. M.

From Seagate to *Carpathia*: A personal to operator *Carpathia*. Meet Mr. Marconi and Sammis at Strand Hotel, 502 West Fourteenth Street. Keep your mouth shut.

Mr. MARCONI.

What can you say about that, Mr. Marconi?

Mr. MARCONI. I do not know anything whatever about any of those messages. They are not in the phraseology which I would have approved of if I had passed them. I should, however, say that I told Mr. Sammis or Mr. Bottomley—I do not remember which—that I, as an officer of the British company, would not prohibit or prevent these operators from making anything which they reasonably could make out of selling their story of the wreck. I was anx-



ious that, if possible, they might make some small amount of money out of the information they had.

Senator SMITH. Is that a custom of your company?

Mr. MARCONI. It is not a custom; it is a thing that is done——

Senator SMITH. Is it a habit?

Mr. MARCONI. No; it is not a habit. It is done on very special occasions. I think it was done on the occasion of a former wreck.

Senator SMITH. Where?

Mr. MARCONI. The *Republic*. I think Binns was allowed to make a statement to the press.

Senator SMITH. For money?

Mr. MARCONI. For money.

Senator SMITH. Binns was the operator who stuck to his post?

Mr. MARCONI. Yes.

Senator SMITH. And who has been so highly commended throughout the world?

Mr. MARCONI. Yes.

Senator SMITH. And you say he was permitted to sell his story?

Mr. MARCONI. Yes; if my recollection is correct, he was.

Senator SMITH. Mr. Marconi, do you wish the committee to understand that you approve that method?

Mr. MARCONI. I was in favor of it, or at least I approved of or consented to his getting something out of this story.

Senator SMITH. I know, but let me ask you this. With the right to exact compensation for an exclusive story detailing the horrors of the greatest sea disaster that ever occurred in the history of the world, do you mean that an operator under your company's direction shall have the right to prevent the public from knowing of that calamity——

Mr. MARCONI (interrupting). No.

Senator SMITH. Hold on a moment [continuing]. Of knowing of that calamity except through the exclusive appropriation of the facts by the operator who is cognizant of them?

Mr. MARCONI. I say, not at all. I gave no instructions in regard to withholding any information, and I gave no advice or instructions in regard to any exclusive story to anybody. The only thing I did say or did authorize was that if he was offered payment for a story of the disaster, he was permitted, so far as the English company went, to take that money.

Senator SMITH. Mr. Marconi, if that is the case—you say you were an officer of the British company?

Mr. MARCONI. Yes; and for that reason I was consulted about it.

Senator SMITH. If his mouth were to be closed, if the mouth of this operator were to be closed so that the details of that catastrophe could not be printed, would not the English Government and the British people be deprived of the knowledge which was in the exclusive possession of this operator?

Mr. MARCONI. With every deference, I do not quite understand your question or what you are referring to.

Senator SMITH. I have not disclosed my whole purpose, and I am not going to. I am just seeking to get what you know about it.

Mr. MARCONI. Yes; but, with every deference, I believe you are assuming—I may understand you wrongly—that I wished or instructed this man to withhold information.



Senator SMITH. Did you know of the attempt of the President of the United States to communicate with the *Carpathia* through the *Chester*?

Mr. MARCONI. Will you allow me to finish my answer?

Senator SMITH. Certainly.

Mr. MARCONI. I say emphatically that is not a fact.

Senator SMITH. What is not a fact?

Mr. MARCONI. That I tried to withhold any information.

Senator SMITH. I have not said that you tried to withhold it. I hope you will not draw any such inference. I am just asking you if you did it.

Mr. MARCONI. My answer is, no.

Senator SMITH. Do you know of the attempt of the President of the United States to get into communication with the wireless operator of the *Carpathia* through the Government station on the *Chester*?

Mr. MARCONI. I heard of that through the papers, and when I got on board the *Carpathia* that night I asked the surviving operator——

Senator SMITH (interposing). Bride?

Mr. MARCONI. Yes; Bride—what he knew about it. He stated—and, of course, I understand he will be called to give any further information on the matter—that the *Chester* had asked him for a repetition of the list of the passengers' names.

Senator SMITH. At what time?

Mr. MARCONI. Of the survivors' names.

Senator SMITH. I understand; but at what time was the request made?

Mr. MARCONI. I do not know.

Senator SMITH. All right.

Mr. MARCONI. I did not go into that detail.

Senator SMITH. Very well; go on.

Mr. MARCONI. And that he told the *Chester* that this list had already been sent and acknowledged by a shore station.

Senator SMITH. And that he need not answer any further inquiry from the *Chester*?

Mr. MARCONI. No; I understand he gave him this information, and I understand he gave him some additional names. I asked him also in regard to the inquiry which it was stated had been sent on behalf of the President of the United States, and he told me that he had received no such inquiry; that if he had received it he certainly would have answered it, but he had not received any such inquiry.

Senator SMITH. You are unable to fix the time when he said that he had not received such an inquiry, or when he replied that he had already furnished the information as to those surviving? You are unable to fix that time?

Mr. MARCONI. Yes. I was unable to fix the time; but my question covered the whole time, so far as I meant it, in which the *Carpathia* was operating; that is, the whole time from the rescuing of the passengers to her arrival in New York.

Senator SMITH. You say that the operator on the *Carpathia*, Mr. Cottam, exercised, by your permission——

Mr. MARCONI. I beg your pardon; not by my permission.

Senator SMITH (continuing). The right to sell the story which came to him in his capacity as an operator for his own pecuniary benefit?

Mr. MARCONI. I mean, sell a story.

Senator SMITH. A story; but it may have turned out to be “ the story ”?

Mr. MARCONI. Not necessarily.

Senator SMITH. Not necessarily; but it may have done so?

Mr. MARCONI. It may have done so.

Senator SMITH. It depended on how close-mouthed he was from the time he conceived the idea of selling his story, did it not; and it might have been exclusive?

Mr. MARCONI. It was not the intention that it should be exclusive.

Senator SMITH. It was not your intention?

Mr. MARCONI. No, sir.

Senator SMITH. Was it your intention that the Cottam story or the Bride story should be exclusive?

Mr. MARCONI. Certainly not; and I regret it, and I have expressed that already, that they had not said something already, something more explanatory, before they reached New York.

Senator SMITH. You have said that from Sunday night, when you were first apprised of this calamity, you frequently called up your office; that information was lacking; that the public were clamoring for details; that the world was interested in this information; that you were unable to get it satisfactorily. I would like to have you give the committee your best judgment as to whether the custom exercised by Binns in the *Republic* disaster and the privilege you gave to Cottam in the *Titanic* disaster had anything to do with your failure to get this information and the failure of the world to be apprised of the details of this horror. Before you answer I want that question read.

The question was read by the stenographer.

Mr. MARCONI. In my opinion, it had not, because these operators were never instructed not to give out news.

Senator SMITH. Why did they not give it out?

Mr. MARCONI. They should be able to answer that question themselves. I should say.

Senator SMITH. You are the head of the wireless system, a recognized authority, a man who gives it your constant care, and a man of reputation and character, for whom the people have the highest respect, and I would like to have your judgment about it.

Mr. MARCONI. About what?

Senator SMITH. You are connected up with this matter through these intercepted radiograms, your name is mentioned, an injunction seems to have arrived at the *Carpathia* coming from you and your manager or chief engineer, and I would like the information I have asked for in that question, if you can give it.

Mr. MARCONI. I wish to respectfully state that I have already testified that I have no knowledge whatever about any of these messages which were sent or are alleged to have been sent to the operator on the *Carpathia*.

Senator SMITH. And you have not talked with Mr. Sammis about it?

Mr. MARCONI. I state on oath that I did not talk to him on any single occasion.

Senator SMITH. At the time or since?

Mr. MARCONI. At the time or since.

Senator SMITH. You have seen the rumors of this matter, have you not, in the papers?

Mr. MARCONI. Yes.

Senator SMITH. I have not seen those rumors; but after seeing those rumors did you talk with Sammis about the matter?

Mr. MARCONI. I saw Mr. Sammis for a few moments some time ago, and I told him—I said, "You know that I did not authorize that message."

Senator SMITH. When did you tell him that?

Mr. MARCONI. I told him that since the survivors were landed. I do not remember the exact date.

Senator SMITH. About what time?

Mr. MARCONI. Three or four days ago, I should say.

Senator SMITH. Have you talked with him about it since?

Mr. MARCONI. No, sir. I should state in explanation, also, of this matter——

Senator SMITH. Please do; I would like to have you, in your own way. I am not seeking to embarrass you at all. I simply feel it my duty to get the information I have asked for.

Mr. MARCONI. What I meant and intended when I stated to the operator that he could take something for a story or for an account of the disaster was that newspapers and reporters would be so interested in what he had to say, and in himself personally, in view of the fact especially that Bride had behaved in such a brave and gallant manner, that, without withholding any general information, they would be ready to pay him an amount for a story or a description which he could give them.

Senator SMITH. Have you finished?

Mr. MARCONI. Yes, sir.

Senator SMITH. Mr. Marconi, did you expect the operator to syndicate this information, or to give it exclusively to one newspaper?

Mr. MARCONI. I did not expect him to give it exclusively.

Senator SMITH. Did you expect him to put the story up to the highest bidder?

Mr. MARCONI. No, sir.

Senator SMITH. Did you expect him to favor any particular news agency?

Mr. MARCONI. I did not.

Senator SMITH. Did you expect him to sell it to the Associated Press?

Mr. MARCONI. No.

Senator SMITH. Did you expect him to sell it to the other press associations, or any of them—either of them?

Mr. MARCONI. No; I did not.

Senator SMITH. You expected that he would impart his information to some newspaper?

Mr. MARCONI. To some newspaper. I did not care which.

Senator SMITH. And that newspaper could give him what it chose to give him for an exclusive story containing the details of the *Titanic* disaster?

Mr. MARCONI. No; there was no idea of an exclusive story in my mind.

Senator SMITH. If I understand you correctly, you did not seek to control the operator, at all, in what he would say or to whom he would say it?

Mr. MARCONI. No; I did not.

Senator SMITH. Do you know what the use of the words, “Arranged for your exclusive story for dollars in four figures, Mr. Marconi agreeing. Say nothing until you see me. J. M. Sammis,” would indicate? What did he mean by “four figures”?

Mr. MARCONI. I suppose it was something over a thousand dollars; but if you will allow me to repeat again——

Senator SMITH. Please do. I wish you would say anything you want to about it.

Mr. MARCONI (continuing). For the fourth or fifth or sixth time, I say that I know nothing whatever about those messages.

Senator SMITH. And you understand I am not saying that you do.

Mr. MARCONI. Thank you.

Senator SMITH. I am simply inquiring. Do you know whether Cottam or Bride sold their story?

Mr. MARCONI. I think they received remuneration for it, and that may be called “sold,” I presume. I mean that they were paid for it.

Senator SMITH. Do you know how much they got?

Mr. MARCONI. I do not know how much Cottam got.

Senator SMITH. Do you know how much Bride got?

Mr. MARCONI. I was told that Bride got \$500.

Senator SMITH. From whom?

Mr. MARCONI. From the New York Times.

Senator SMITH. Who told you that?

Mr. MARCONI. I think it was Mr. Bottomley.

Senator SMITH. The general manager of your company?

Mr. MARCONI. Yes. I should also say, I believe, one of the editors of the New York Times, either Mr. Ochs or Mr. Vanander.

Senator SMITH. Was it expected or did any officer of your company receive any portion of it, within your knowledge?

Mr. MARCONI. No; I do not believe anyone did receive any portion of it.

Senator SMITH. You say you do not believe it. Have you heard that anyone did?

Mr. MARCONI. No; I have not, but if I did hear it I would think it would be an extraordinary thing and absolutely wrong.

Senator SMITH. Do you know what Cottam got for his story?

Mr. MARCONI. I do not.

Senator SMITH. Do you know who purchased this story?

Mr. MARCONI. I think the New York Times got his story.

Senator SMITH. The same paper?

Mr. MARCONI. The same paper. But I am not absolutely certain of that.

Senator SMITH. Are you yourself interested in any way in the New York Times?

Mr. MARCONI. No.

Senator SMITH. Is Mr. Bottomley?

Mr. MARCONI. I do not think he is.

Senator SMITH. Do you know whether he is or not?

Mr. MARCONI. Well, perhaps I am wrong; but I have no knowledge in the matter.

Senator SMITH. You do not know anything about it?

Mr. MARCONI. I do not know anything about it.

Senator SMITH. Is Mr. Sammis interested in the New York Times?

Mr. MARCONI. I do not know.

Senator SMITH. Is any officer of the Marconi Co. interested in the New York Times?

Mr. MARCONI. I do not know. I do not think so, because if anyone was I would probably hear of it in some way.

Senator SMITH. Is any director of your company interested in the New York Times?

Mr. MARCONI. No.

Senator SMITH. Have you heard from any source any statement given as to the amount Cottam received for his story?

Mr. MARCONI. No; I have not.

Senator SMITH. Did you see his story?

Mr. MARCONI. I saw the headlines of his story; I did not read it through.

Senator SMITH. In the New York Times?

Mr. MARCONI. In the Times.

Senator SMITH. When?

Mr. MARCONI. I suppose on the day it was published.

Senator SMITH. What day was it published?

Mr. MARCONI. I can not remember that.

Senator SMITH. The day following the arrival of the *Carpathia*?

Mr. MARCONI. I presume it was that day, but I can not say definitely.

Senator SMITH. So they sold the story immediately after they arrived, and it was printed the next morning?

Mr. MARCONI. So I understand.

Senator SMITH. All of which was done with your permission?

Mr. MARCONI. I did not give my permission for that.

Senator SMITH. You did not oppose it?

Mr. MARCONI. I knew nothing about it. I only said that he could obtain payment for an article.

Senator SMITH. That is rather a consent, is it not?

Mr. MARCONI. It is consent to the fact of obtaining payment—nothing else.

Senator SMITH. It is consent, notwithstanding it violates the laws of the country in which you live.

Mr. MARCONI. It is not a violation of the laws of the country in which I live, with every respect.

Senator SMITH. I thought giving out information was made a criminal offense in England.

Mr. MARCONI. I am afraid you misunderstood my previous answer. Giving out information of any message that passed through the hands of an operator would be a criminal offense.

Senator SMITH. This man gave it out, did he not?

Mr. MARCONI. No; he did not give any information of any message that passed through his hands.

Senator FLETCHER. He means messages from other parties.

Mr. MARCONI. Suppose the United States Navy had done that. Of course it is a Government department and would be privileged. But suppose an operator on another ship had given out messages that he had intercepted, he would be liable to prosecution.

Senator SMITH. The *Titanic* was a ship of the White Star Line?

Mr. MARCONI. Yes.

Senator SMITH. The White Star Line is a British company?

Mr. MARCONI. Yes.

Senator SMITH. The information that Cottam received over the wireless was from the operator of the *Titanic*. That information was imparted in New York the day following the arrival of the *Carpathia* for \$500, was it not?

Mr. MARCONI. Will you repeat that?

The stenographer repeated the question as above recorded.

Senator SMITH. Pardon me. We do not want to leave you in any doubt at all, Mr. Marconi. All the information regarding the sinking of the *Titanic*, at least the official information, was received by the operator of the *Carpathia* from the operator of the *Titanic*?

Mr. MARCONI. Yes.

Senator SMITH. That was a part of the details of this horror, was it not?

Mr. MARCONI. It was; but——

Senator SMITH. Now, one moment, and then I will let you explain. I want to complete my question. That information you consented that your operators should give out?

Mr. MARCONI. No, absolutely.

Senator SMITH. What did the headlines of this New York Times article say?

Mr. MARCONI. I do not know. I would have to have my memory refreshed in that matter; there have been so many headlines since the accident.

Senator SMITH. If the article in the New York Times, given out by Bride or Cottam, detailed the information or the horrors that passed from the *Titanic* to the *Carpathia* by wireless, that would have been improper, would it not?

Mr. MARCONI. No; not in every case. The operator on the *Carpathia* was at absolute liberty to disclose any information which he personally received from the operator on the *Titanic*. The only operator that I saw the night the *Carpathia* got into dock, as I stated, was Mr. Bride. Mr. Bride had been, as we know, second operator on the *Titanic*, and had also assisted the operator on the *Carpathia* after he was rescued by that ship. Mr. Bride was not compelled by any law or regulation to withhold anything concerning his experience on either the *Titanic* or the *Carpathia*. He could give out his story in the same way that any other of the 800 passengers or crew were able to give out theirs. In regard to Cottam, the operator on the *Carpathia*, as I have stated, I did not see him that night. I gave him no instructions as to what he had to say or what he should not say. He was perfectly entitled to tell his story. It does not mean that an operator on a sinking ship—that the only



means of making his story interesting is to disclose messages. He was there during part of the, I should say, awful time, when the survivors were rescued and brought to New York, and he had, no doubt, a great deal which was of interest to the public. I absolutely deny, in the most emphatic manner, that I stated or made any suggestion to him to divulge anything which it would be improper or unlawful for him to divulge.

Senator SMITH. I am very greatly obliged to you for that statement, sweeping and broad and covering this situation, and I would not have you gather the impression, nor have the public gather any impression, that I am seeking to impute any motive to you that is unworthy. Having this telegram signed “ Sammis ” and seeing the figures mentioned, I think that I was quite justified in seeking to ascertain what you might know about it; and the story that you yourself were willing he should release was the story of the horrors and the details which followed this calamity, of which he himself, or they, had personal experience, and over that you have not pretended to exercise any censorship whatever.

Mr. MARCONI. I thank you for your remarks at the beginning of your question. I did not care whether it was through the New York Times or any other newspaper, but I was very anxious that the public should have the news of this disaster as quickly and as accurately as possible; I should also state that this message signed by Mr. Sammis and mentioning the four figures was, I believe from the information before the committee, transmitted when the ship was practically entering New York Harbor. It was not transmitted when the ship was days out—a long way from shore. I do not know whether it would have been possible, with interference going on in New York Harbor, to have sent a story from the ship when the same was approaching the dock. I am not expressing any opinion of the message except to state the fact that I did not authorize it; and I might also say that I do not like it.

Senator SMITH. You have not approved it?

Mr. MARCONI. No.

Senator SMITH. You are a British subject, and do not live in this country?

Mr. MARCONI. I am an Italian, sir.

Senator SMITH. Being a foreigner, I want to draw your attention to the statement you have just made, that you were quite willing that the story of this catastrophe should go out to the public?

Mr. MARCONI. Yes.

Senator SMITH. You do not have any notion, do you, that the public all read the New York Times?

Mr. MARCONI. I mean a part of the public.

Senator SMITH. Exactly. But would it not have been a great deal better if that information had been flashed from the ship to the Marconi office, or if a reply had been given to the *Chester*, which contained all of that story, and to let it reach the world in that way?

Mr. MARCONI. I am in absolute agreement with you; it would have been very much better.

Senator SMITH. In so far as the regulations of your company, or its custom or habit, have gone in the past, this does not look exactly like the right thing to do, does it?



Mr. MARCONI. I have already stated that I did not approve of this message, and I agree that it would have been better if the operator had used his discretion and sent a description of what occurred at an earlier date.

Senator SMITH. Now, Mr. Marconi, you say you were in touch with your offices in New York each day and night from the day of this catastrophe until the landing of the *Carpathia*, seeking information. I would like to know whether you are aware of the fact that the American Marconi Co. requested and secured the suppression of the operation of all its stations so as to expedite the receipt of news?

Mr. MARCONI. Yes; I am aware that the American Marconi Co. did everything in its power to expedite the receipt of news.

Senator SMITH. Did they suppress—

Mr. MARCONI. They stopped the operation of any station which might interfere with the reception of news or communication with any other ship or station which would have been directly concerned in this.

Senator SMITH. They put a silence signal on all their stations?

Mr. MARCONI. Yes; except those which were necessary and essential to the obtaining of news or information.

Senator SMITH. What stations were those that came within the exception?

Mr. MARCONI. The stations that belonged to the United Wireless Co., the assets of which have been absorbed by the Marconi Co. They were requested not to operate with any ship, or not to practice. One or two Marconi stations—I can not recall which—which were not essential, or which were unnecessary to communicate to the *Carpathia*, were asked not to transmit, and I think also some arrangement was made with the United States Navy with regard to minimizing any interference that might have occurred between the Marconi station and the naval stations.

Senator SMITH. Did the American Marconi Co. enjoin silence on the stations of the United States Navy?

Mr. MARCONI. They had no power of enjoining silence on them.

Senator SMITH. Did they attempt to?

Mr. MARCONI. They had some friendly communication with the United States Navy in regard to what best could be done.

Senator SMITH. The Marconi Co. requested it?

Mr. MARCONI. I have no knowledge of exactly what passed, but I know that my feeling and opinion was that we should request or ask or arrange with the United States Navy to cooperate with us in this matter.

Senator SMITH. Did they do it?

Mr. MARCONI. As far as I am aware, they did.

Senator SMITH. So that plans were made and carried out which were calculated to give the American Marconi Co. practically exclusive control over the information about this catastrophe?

Mr. MARCONI. It was bound to have it, in this way: That the operator on the *Carpathia* was a Marconi operator, and also on the *Titanic*, and therefore he had to respond or communicate with the organization with which he was in touch and with which he was accustomed to work.

Senator SMITH. Did you yourself send any communications to your English office or offices or stations about the matter?

Mr. MARCONI. Not until long after the survivors had landed.

Senator SMITH. Did you enjoin silence upon your English stations?

Mr. MARCONI. I did not; nor would I have the power of doing so.

Senator SMITH. That is under the control of the Government?

Mr. MARCONI. It is under the control of the Government and it is under the control of my codirectors in England.

Senator SMITH. You made no attempt to do so?

Mr. MARCONI. I made no attempt, and it would be contrary to what I wished.

Senator NEWLANDS. Mr. Marconi, you are a life senator of Italy, are you not?

Mr. MARCONI. I am not. I heard of a rumor of the desire of electing me, but I am not eligible until I am 40 years of age.

Senator NEWLANDS. Regarding this arrangement with Mr. Bride, you simply expressed a willingness that he should make some money out of a narration of his experiences?

Mr. MARCONI. Yes, sir. My feelings, expressed quite frankly, is that these operators are paid a very small amount; that certainly we would have compensated them to some degree; but if it were possible for them to make some money out of the story that they had—I do not say that they had exclusive information, but through permitting themselves to be interviewed—I was very glad that they should make this small amount. That was my sole feeling in the matter.

Senator NEWLANDS. You say that the marconigram sent by Mr. Sammis was sent about the time the *Carpathia* was entering New York Harbor?

Mr. MARCONI. So I understand.

Senator NEWLANDS. So that would not have interfered at all with any action on the part of the operator in giving full information prior to that time?

Mr. MARCONI. No; it would not have.

Senator NEWLANDS. And it was not to be expected whilst they were entering New York Harbor that the operator would be able to give much information, however willing he might have been to do so?

Mr. MARCONI. Certainly. I might also state that if the captain had seen fit to send a report of what he knew, he could have done it at any time; and no instructions, rightly or wrongly given, could have held the operator.

Senator NEWLANDS. I presume it would have been very difficult to send by wireless a long and minute account of this entire disaster, would it not, from the *Carpathia* while at sea?

Mr. MARCONI. It would have been very difficult to send a long account. Some short account might have been sent; but you must remember these operators who have been before this committee are men of not very much experience in general matters, but rely very much upon the captain instructing them.

Senator NEWLANDS. You had in view simply his receiving compensation after his arrival for any story he might be able to give to a newspaper?

Mr. MARCONI. Yes; but I had no intention that the information should be withheld in any way.

Senator NEWLANDS. That is all I desire to ask.

Senator FLETCHER. Mr. Marconi, is there any wireless company operating in England other than the Marconi?

Mr. MARCONI. I should say, practically, no. There is one, or possibly there are two, companies that have two or three ships, I think, but the bulk of the ships or the great majority of the British ships are fitted by the Marconi Co. I should say hundreds are fitted by the Marconi Co. and a few 6 or 7, 8 or 10, by the others.

Senator FLETCHER. Are there laws regulating radio communication?

Mr. MARCONI. Yes; there is the English wireless-telegraph act; and also England is a member of the Berlin convention, which is enforced.

Senator FLETCHER. Do you remember the date of that wireless-telegraph act?

Mr. MARCONI. I think it was 1904 or 1905—something like that.

Senator FLETCHER. Are there any other companies in Germany or Canada?

Mr. MARCONI. In Canada there is a Marconi Co. In Germany there is a company the interests of which are held partly by the Marconi Co. of England and partly by a German concern. I think there are some Belgians interested in it, too.

Senator FLETCHER. By whom were these operators on the *Titanic* and *Olympic* and *Carpathia* employed?

Mr. MARCONI. They are employed by the English company.

Senator FLETCHER. The wireless company?

Mr. MARCONI. Yes; the Marconi International Marine Co.

Senator FLETCHER. Not by the ships themselves?

Mr. MARCONI. In the case of the *Titanic* and the *Carpathia* I think they were employed by the Marconi Co. On some ships they are employed directly by the shipowners.

Senator FLETCHER. But in the instances here Bride, Phillips, and Cottam were employed by the Marconi Co., were they?

Mr. MARCONI. Yes, sir.

Senator FLETCHER. They were under direction and control of the Marconi Co.?

Mr. MARCONI. Yes; except in so far as it does not affect the supreme authority of the captain.

Senator FLETCHER. The captain can give orders about sending messages—when to send and what to send?

Mr. MARCONI. Yes. There is a special clause in our agreements with them that that shall be fixed so that in case of emergency or danger the captain is absolute chief and head and ruler of everything concerning the wireless, and all the commercial rules which hold in ordinary times are suspended at the discretion of the captain.

Senator FLETCHER. Of course, the captain can not know whether his orders are being obeyed or not? He himself is not able to conduct the actual operation of an instrument in any way?

Mr. MARCONI. No.

Senator FLETCHER. He has to depend on the operator?

Mr. MARCONI. He generally orders that messages have got to be censored by him or by one of his officers. On most ships no message of any kind can leave the ship unless it is approved by the captain or the officer he has delegated.

Senator FLETCHER. But the captain himself would not know actually whether the message had been sent? He must rely on the statement of the operator as to that?

Mr. MARCONI. You refer to his own messages?

Senator FLETCHER. Unless he is an expert himself.

Mr. MARCONI. No, sir; if the captain sends a message he always asks the operator afterwards if he has any doubt whether it has been sent, and whether it has been acknowledged. I, myself, have seen that done on ships very often. He usually gets that information very easily. They have a telephone, as a rule, between the bridge and the wireless operator.

Senator FLETCHER. But the captain on board the ship will not himself know whether the message which he has ordered sent has actually ever been sent, will he?

Mr. MARCONI. No; I should say he would know it, because if the captain gave a message that was not sent or was not acknowledged, it would be the duty of the operator to inform the captain of the fact.

Senator FLETCHER. Yes; but suppose the operator violated his duty?

Mr. MARCONI. Then he would not know it; but I do not think that occurs very often.

Senator FLETCHER. Then these operators on these ships which we have mentioned here were employed by the Marconi Co., were paid by the Marconi Co., were engaged by the Marconi Co., furnished by the Marconi Co., and certified by the Marconi Co. to the ships they were on?

Mr. MARCONI. I should add to that that they were certified by the British Government, because they must be licensed by the Government in order to be permitted to operate, and they were accepted by the ship company, because the ship company has the right to accept an operator or refuse him, if they have any good reason for so doing.

Senator FLETCHER. Do you know what the law requires as to experience of these operators and their training?

Mr. MARCONI. The law requires that they should have knowledge of the apparatus; that they should be able to repair faults in it; that they should be able to transmit and receive with a certain speed and accuracy; and that they shall be cognizant of the rules and regulations of the British wireless-telegraph act and with the enactments of the Berlin convention regulating wireless telegraphy.

Senator FLETCHER. Do you know what experience these men had. Cottam and Bride and Phillips?

Mr. MARCONI. I think their experience was sufficient to enable them to carry out their work. The Government examination is pretty strict in the matter, and I think my company's examination, too, is very strict.

Senator FLETCHER. I was asking as to your personal knowledge. I understood you to say you knew personally several of these operators, and had known them for some time.

Mr. MARCONI. I had not known these particular operators.

Senator FLETCHER. You had not?

Mr. MARCONI. Only since the accident.

Senator FLETCHER. Is there any danger of interference in radio communication, and difficulty in that respect, where messages are being sent back and forth, and messages in other directions, between other ships or between ships and the shore, are being sent at the same time? Is not confusion likely to follow by such interference as that?

Mr. MARCONI. The confusion is likely to follow unless the arrangement of the stations and ship stations is properly regulated. That is controlled by the rules which govern the wave length to be used, and which generally compel the operators to discipline in the working of the apparatus. The result is that in England and other European countries ships use two wave lengths, one for communication with shore stations. The shore stations use other wave lengths which do not interfere with the ships communicating with each other. The Royal Navy, the Navy of England, uses wave lengths different from the commercial navy, in order that there shall be no interference with or by them. Other wave lengths are used by the army, and still different wave lengths are used by them in communicating between England and foreign countries, like between England and Canada. The Government, represented by the post office, decides, after consulting the parties interested, what wave lengths shall be apportioned to each particular service. I myself, apart from my company, have an experimental station in England, and I am given a certain wave length to work on which does not interfere with the navy station at Portsmouth. If I want to change it, after consultation with them they let me change it if I am reasonable in the matter. Everything is regulated in such way as to cause a minimum of interference, and I think so far this regulation has been highly successful.

Senator FLETCHER. And the regulation that you advise would have reference to the wave length?

Mr. MARCONI. Yes; the wave length, and what we call the damping of the wave—whether it is a wave likely to interfere or not. There are what we call exclusive waves, and troublesome, meddlesome waves.

Senator FLETCHER. Now, in order to accomplish results in that direction, how would you reach all interests and all parties that might be concerned? For instance, the laws of one country are one way and the laws of another country another way, and shipping is going on between those two countries.

Mr. MARCONI. The Berlin convention has already arranged that with all countries, and I suppose you are aware of it, but it is going to meet again in June in England, and no doubt anything else that any country wants to bring forward to discuss at that meeting will be considered then.

Senator FLETCHER. Now we will pass from that. Your suggestion was that as the ship approached the harbor of New York it would probably have been impossible to get wireless news from the ship on account of interference. How would you avoid that?

Mr. MARCONI. I would avoid that by legislation and regulation. I would make it necessary for wireless stations to be licensed by the Government. I do not presume to advise the Government in this matter, but I am expressing my opinion.



Senator FLETCHER. Yes; that is what I am asking for.

Mr. MARCONI. I would apportion wave lengths to various parties in such a manner that interference would not be created. If, however, too many people asked for license in a given area or district, so that wave lengths could not be found to accommodate them all, the authorities in that case would have to refuse any more licenses. My advice would be that they should exercise their powers of discretion and try to do their best and not stop experimentation, which might handicap the progress of the art. In England if some experimental scientist or some one else wants to put up a station in a place where he will interfere with the navy, he is told he can not do it; but he is offered another part of the country where he can carry on his work without interfering with anyone. I should say, now, in England it is a punishable offense to put up a station without a license. It is something like having a still without a license of the Government in some other countries; it is considered wrong. If you will allow me also to state, everyone who has a license, experimental or otherwise, to operate wireless telegraphy, is enjoined to secrecy and must not divulge the contents of any message he may happen to receive. If he should do so his license is suspended, and he is liable to other penalties.

Senator FLETCHER. Passing from that to the subject of these communications, would you feel, Mr. Marconi, that your company, or an operator employed by your company, would have the right—the legal right, I am speaking of, now, irrespective of the moral right—to withhold information from the public in order to sell it as news?

Mr. MARCONI. You are speaking of the legal right?

Senator FLETCHER. Yes.

Mr. MARCONI. As to an operator, I should say no: he would have no legal right to withhold it. But at the same time there is nothing to compel him to send it. If he was ordered by the captain, or if somebody sent a message through him or tendered a message for transmission to shore, he would be obliged to send it; but there is nothing, I think, which legally compels him to make up a story on the ship and send it ashore.

Senator FLETCHER. How about his answering inquiries?

Mr. MARCONI. Well, of course, the inquiries ought to be properly addressed to the captain. The wireless operator is only a subordinate official, whose business it is to operate the wireless. He is not usually a man who can give very accurate information concerning matters relating to a ship.

Senator FLETCHER. Do you mean, for instance, if the operator on the *Titanic* had received a message inquiring after the condition of the ship, that it would have been his business to communicate that to the commander, and then answer according to the direction of the commander?

Mr. MARCONI. That is what he should have done.

Senator FLETCHER. He himself should not have replied?

Mr. MARCONI. No; he himself should not have replied; quite true. That would be against the rules.

Senator FLETCHER. You can concede, I presume, that if an operator is allowed to sell as news information such as these operators had, he would be tempted to withhold information and refrain from

answering inquiries in order to increase the value of his story, would he not?

Mr. MARCONI. He might be; but I never looked at it that way before.

Senator SMITH. You say that Binns made use of the information he had of the *Republic* disaster, and sold it for his own benefit?

Mr. MARCONI. No; I do not exactly say that. I say that he received payment for something that he said, for some story which he gave in regard to the *Republic* disaster.

Senator SMITH. You referred to the commendable course taken by Bride, the surviving operator of the *Titanic*, which merited the highest praise, evidently, in your mind.

Mr. MARCONI. Yes.

Senator SMITH. Do you not think it would be wise to encourage among your operators all over the world the same loyalty and courage and daring and discipline that was shown by Bride?

Mr. MARCONI. Yes; and I think everything that it is possible to do in that direction is being done.

Senator SMITH. Do you remember that Mr. Bride said that about two minutes before the *Titanic* sank—I asked him if he left the sinking ship, and his reply was, “No, sir,” and I said to him, “Why did you not leave?” and he said, “Because the captain had not given me permission.” That was a pretty high order of discipline, was it not?

Mr. MARCONI. Absolutely the highest.

Senator SMITH. For such a service as that do you not think it might very appropriately be left to the generosity and appreciation of the people of the world to reward him instead of encouraging him to get additional compensation by retailing his experiences to a single newspaper for \$500?

Mr. MARCONI. I think it might be left to them. I want to just follow up what I said by saying that in the case of Binns, he was compensated in a special way by the company which employed him.

Senator SMITH. By your company?

Mr. MARCONI. By my company, and no doubt something of the same kind will be done for Bride and Cottam.

Senator SMITH. Before you leave the stand, would you care to indicate whether in the future management of the Marconi Co. you would not discourage the course that was taken by these two men with regard to the sale of the stories of which they were in possession?

Mr. MARCONI. I certainly would. But I should add that I would like that there should be no misunderstanding of this matter. I had no intention of authorizing any exclusive story, and I was against the withholding of any news.

Senator SMITH. I understood you to say that, Mr. Marconi. You are not under subpoena?

Mr. MARCONI. No, sir.

Senator SMITH. You have come voluntarily?

Mr. MARCONI. I have come voluntarily, and as long as I can possibly be in the United States I will be at the disposal of the committee for any information which they may require.

Senator SMITH. You expected to leave for Europe yesterday or to-day?

Mr. MARCONI. I expected to leave Tuesday.



Senator SMITH. And you voluntarily refrained from going until you could communicate with me?

Mr. MARCONI. Yes, sir; because I thought there might be something which you might require to see me about.

Senator SMITH. And you came here of your own accord and are willing to remain?

Mr. MARCONI. I am willing to remain for a certain time. My engagements in England are very pressing. Therefore I would ask you to let me go as soon as possible.

Senator SMITH. Can I ask you to have Mr. Sammis and Mr. Bottomley come?

Mr. MARCONI. Yes.

Senator SMITH. Will you undertake to do that?

Mr. MARCONI. I will undertake to do that. I would like to know when.

Senator SMITH. Just as soon as they can get ready.

Mr. MARCONI. Yes, sir.

Senator SMITH. That is all. I want to thank you for your kindness.

Mr. MARCONI. Will you allow me to say one thing that you did not ask me?

Senator SMITH. Yes.

Mr. MARCONI. In our organization a copy is kept of every message received and sent on board a ship. Therefore, this register of messages may be of some use to the committee.

Senator SMITH. Kindly get the time when each message was sent, and the messages that passed between the *Carpathia*, if you please, and Mr. Bottomley and yourself, during those days between the accident and the arrival of the *Carpathia*, if we may have them?

Mr. MARCONI. Unfortunately the messages on the *Carpathia* were taken to the Mediterranean by the *Carpathia*. The captain would not land them. We endeavored to get them, but the captain would not give them out.

Senator SMITH. Would it be possible for you to wire the operator of the *Carpathia* and ask him to wire back copies of those messages?

Mr. MARCONI. I could ask him to do so. Of course, they will be in the hands of the British Government very soon, these messages.

Senator SMITH. Try, will you, and see if you can get them?

Mr. MARCONI. I will try.

Senator SMITH. I am greatly obliged to you for your kindness in coming. Let the officer bring in Mr. Cottam, the operator on the *Carpathia*.

#### ADDITIONAL TESTIMONY OF MR. HAROLD THOMAS COTTAM.

Senator SMITH. Mr. Cottam, you have been sworn?

Mr. COTTAM. Yes, sir.

Senator SMITH. You testified in New York?

Mr. COTTAM. Yes, sir.

Senator SMITH. You live in England?

Mr. COTTAM. Yes, sir.

Senator SMITH. And you were the wireless operator on the *Carpathia* at the time the C. Q. D. distress call was received from the *Titanic*?

Mr. COTTAM. Yes, sir.

Senator SMITH. And you received that call?

Mr. COTTAM. Yes, sir.

Senator SMITH. And other messages from the *Titanic* before she sank?

Mr. COTTAM. I did, sir.

Senator SMITH. How many other messages?

Mr. COTTAM. About four, as far as I can remember.

Senator SMITH. Can you recall the contents?

Mr. COTTAM. I can not remember the exact purport of those messages, sir.

Senator SMITH. Mr. Cottam, do you recall the substance of the first message?

Mr. COTTAM. Yes, sir.

Senator SMITH. Just indicate what it was.

Mr. COTTAM. “ Come at once. We have struck a berg. It is a C. Q. D.” That was the first message.

Senator SMITH. Can you fix the hour when it was received?

Mr. COTTAM. About 11.20, sir, New York time.

Senator SMITH. What was the ship’s time, do you remember; or Greenwich time?

Mr. COTTAM. I did not look.

Senator SMITH. When that message came, you had not retired for the night?

Mr. COTTAM. No, sir.

Senator SMITH. You were just about to retire?

Mr. COTTAM. Yes, sir.

Senator SMITH. You had taken off your coat?

Mr. COTTAM. Yes, sir.

Senator SMITH. But kept the telephone on your head?

Mr. COTTAM. Yes, sir.

Senator SMITH. And, as I understood you to say in New York, by accident, merely, you caught this C. Q. D. distress call from the *Titanic*?

Mr. COTTAM. Yes, sir.

Senator SMITH. You were merely waiting, and had kept these instruments on your head only in order that you might close some work that you had been doing during the evening, or afternoon, with the *Californian*?

Mr. COTTAM. No, sir. I was going to confirm a “ time rush ” message that I had communicated with the *Parisian* during the afternoon.

Senator SMITH. You were simply holding, awaiting confirmation of a message you had sent?

Mr. COTTAM. Yes, sir.

Senator SMITH. And while waiting for that, this C. Q. D. call from the *Titanic* came?

Mr. COTTAM. Not just then, sir. I went to the bridge in the meantime. Between waiting for the confirmation from the *Parisian* and hearing the C. Q. D. I went up to the bridge to report the day’s communications.

Senator SMITH. Did you have your coat off when you went up there?

Mr. COTTAM. No, sir; I put my coat on again.

Senator SMITH. And you reported the confirmation of the *Parisian's* message?

Mr. COTTAM. No; not the confirmation; the communications of the day.

Senator SMITH. To whom?

Mr. COTTAM. To the officer on watch on the bridge.

Senator SMITH. Who was it?

Mr. COTTAM. Mr. Bissett, the second officer.

Senator SMITH. He did not survive, did he?

Mr. COTTAM. Yes; he is on the *Carpathia*.

Senator SMITH. Oh, yes. Murdock was the officer on watch that night, was he not?

Mr. COTTAM. No, Dean. Murdock was on the *Titanic*.

Senator SMITH. Pardon me. You reported this information to the officer you have named?

Mr. COTTAM. Yes.

Senator SMITH. Then you returned to your room?

Mr. COTTAM. Yes.

Senator SMITH. And then you adjusted your telephone to your head and laid off your coat and prepared to retire for the night?

Mr. COTTAM. Yes.

Senator SMITH. Then this call came; and what was your reply?

Mr. COTTAM. I confirmed it, sir, by asking him whether I should go to the bridge and ask the captain to turn around immediately, and he said yes.

Senator SMITH. Did you do so?

Mr. COTTAM. Yes, sir.

Senator SMITH. What was the next communication you received from the *Titanic*?

Mr. COTTAM. I confirmed our position, next.

Senator SMITH. And did you get the *Titanic's*?

Mr. COTTAM. Yes, sir. The *Titanic* sent his position at the first communication.

Senator SMITH. The first message, the C. Q. D.?

Mr. COTTAM. Yes, sir.

Senator SMITH. You gave him your position?

Mr. COTTAM. Yes, sir.

Senator SMITH. How did you get it; from the captain or from the officer?

Mr. COTTAM. From the captain.

Senator SMITH. What next occurred? - There were only four messages there, you say?

Mr. COTTAM. I stood by the *Titanic* and gave him assistance in reading the other ships around about. He could not read the signals because of escaping steam.

Senator SMITH. And you assisted?

Mr. COTTAM. Assisted in communication.

Senator SMITH. With other ships?

Mr. COTTAM. Yes, sir.

Senator SMITH. Did you assist him in communication with the *Frankfurt*?

Mr. COTTAM. No, sir.

Senator SMITH. Did you have any communication with the *Frankfurt*?

Mr. COTTAM. No, sir.

Senator SMITH. Did you assist him in communication with the *Olympic*?

Mr. COTTAM. Yes.

Senator SMITH. With the *Baltic*?

Mr. COTTAM. Yes, sir.

Senator SMITH. Did you have any communication with the *Mount Temple*?

Mr. COTTAM. I had a communication with the *Mount Temple* about half-past 10; gave him good night.

Senator SMITH. That night?

Mr. COTTAM. Yes.

Senator SMITH. Before the accident occurred?

Mr. COTTAM. Yes.

Senator SMITH. Did you know the position of the *Mount Temple*?

Mr. COTTAM. No, sir.

Senator SMITH. How did you happen to get in communication with him?

Mr. COTTAM. As I say, I called the *Parisian* and I did not get a reply and the *Mount Temple* gave me “Good night” as soon as I called the *Parisian*.

Senator SMITH. Had you any information, or did you get any information at half-past 10 that night, as to the location of the *Mount Temple*?

Mr. COTTAM. No, sir; I do not remember.

Senator SMITH. Did you get any communication from the *Mount Temple* regarding proximity to ice?

Mr. COTTAM. No; I do not remember.

Senator SMITH. Did any of these ships with which you were in touch, around half-past 10 on that Sunday evening, say anything to you about ice?

Mr. COTTAM. I do not remember anything about ice. I do in the afternoon. I heard the *Parisian* and one of the other ships talking about ice.

Senator SMITH. What other one?

Mr. COTTAM. I do not know whether it was the *Californian* or not.

Senator SMITH. Did you get any message from the *Californian* advising ships within the radius of that information that there was ice at certain places in the north Atlantic?

Mr. COTTAM. No, sir.

Senator SMITH. Did you get any telegram from the *Amerika* about ice, or intercept any telegram about it?

Mr. COTTAM. No, sir; the *Amerika* was a long way ahead.

Senator SMITH. How do you know?

Mr. COTTAM. Because she left about the same time as we did. I remember she got out of touch very quickly.

Senator SMITH. She left Southampton about the same time you did?

Mr. COTTAM. No, sir; New York, I think.

Senator SMITH. She left New York and was going——

Mr. COTTAM. Bound east, I think, from what I can remember. I do not know. I know I could not establish communication; she was too far off.

Senator SMITH. And you did not have any communication at all with the *Amerika*?

Mr. COTTAM. No, sir. I do not remember having communication with her.

Senator SMITH. Then the only ships you did have communication with were the *Californian*?

Mr. COTTAM. Yes.

Senator SMITH. The *Parisian*?

Mr. COTTAM. Yes.

Senator SMITH. The *Olympic*?

Mr. COTTAM. Not until Monday morning.

Senator SMITH. Then cut out the *Olympic*. The *Mount Temple*?

Mr. COTTAM. Yes.

Senator SMITH. Any other? I think I mentioned the *Baltic*.

Mr. COTTAM. There were quite a number, but I can not remember the names of the ships. There were about seven or eight, as far as I can remember; the *United States*, for one; and I had the *Helig Olav*, I think, if I remember right.

Senator SMITH. When did you have the *Helig Olav*?

Mr. COTTAM. Some time in the Sunday afternoon; directly after lunch, if I remember.

Senator SMITH. Where were they; could you tell?

Mr. COTTAM. No, sir.

Senator SMITH. From the strength or from the impact, or in any other way, are you enabled to tell anything about your proximity to a ship?

Mr. COTTAM. To another ship?

Senator SMITH. Yes.

Mr. COTTAM. Provided I know what system he is fitted with and what power his plant is, and the time of day, I can tell roughly how far he is off—150 or 200 or up to 300 miles off.

Senator SMITH. You heard Bride, the *Titanic*'s operator, testify in New York, did you not?

Mr. COTTAM. Yes; I heard most of him.

Senator SMITH. After he was rescued and came aboard the *Carpathia* he relieved you, as I understand, for awhile and helped you a little in your work?

Mr. COTTAM. Yes.

Senator SMITH. Notwithstanding his feet were injured and his back was injured. You were very weary and tired and fell asleep there in the performance of your duty, did you not?

Mr. COTTAM. Yes, sir.

Senator SMITH. And Bride took it up and helped you?

Mr. COTTAM. Yes, sir.

Senator SMITH. Did you hear Mr. Bride say that the strength of the call or the message—am I stating that correctly, Mr. Marconi?

Mr. MARCONI. Yes.

Senator SMITH. Did you hear Mr. Bride say that the strength of the call or the message that night impressed him with the fact that the ship from which that message came was nearer to him than the *Carpathia*?

Mr. COTTAM. I remember him saying that.

Senator SMITH. Is there any way by which an operator can tell the proximity of a ship or coast station, by reason of the impact—the strength of the impact?

Mr. COTTAM. Not after dark, sir.

Senator SMITH. Is there in the daytime?

Mr. COTTAM. To a certain extent there is, provided you know what system he is fitted with.

Senator SMITH. Suppose you do not know anything about it, and you just get the impact?

Mr. COTTAM. Then you can not tell.

Senator SMITH. You can not tell, then?

Mr. COTTAM. No.

Senator SMITH. The *Mount Temple* was equipped with wireless, of course?

Mr. COTTAM. Yes.

Senator SMITH. You got a message from it—a “good-night” message—about half past 10 Sunday evening?

Mr. COTTAM. Yes.

Senator SMITH. How long was Bride on duty on the *Carpathia* after the *Titanic* went down?

Mr. COTTAM. He took the telephones occasionally. He took the short watch occasionally on the way to New York.

Senator SMITH. Did you yourself receive a wireless from the *Chester*?

Mr. COTTAM. I received more than one.

Senator SMITH. From the *Chester*?

Mr. COTTAM. Yes, sir.

Senator SMITH. During Monday?

Mr. COTTAM. I do not know whether it was Monday or Tuesday. I can not remember that; I can not remember anything about the days at all.

Senator SMITH. What did the *Chester* ask for, if you remember?

Mr. COTTAM. It was asking for a list of the passengers and crew.

Senator SMITH. What did you say in reply?

Mr. COTTAM. I delivered the message to the captain, of course.

Senator SMITH. What did the captain say?

Mr. COTTAM. He replied some time afterwards.

Senator SMITH. Replied with the list?

Mr. COTTAM. No, sir; not with the list. I think the purport of the message was to the effect that he had already given the crew and the first and second class passengers to shore, and had only the third-class passengers to go.

Senator SMITH. Do you mean he had sent these names ashore?

Mr. COTTAM. Yes.

Senator SMITH. In answer to the inquiry?

Mr. COTTAM. Yes.

Senator SMITH. That he only had the third-class passengers' names yet to send off?

Mr. COTTAM. Yes. He said he could have them if he liked.

Senator SMITH. You did not tell the captain this message was from the President of the United States?

Mr. COTTAM. I did not know who it was from. It was not signed; that is, it was signed “Commander.”

Senator SMITH. You did not know who it was from and you did not tell him who it was from?

Mr. COTTAM. It was signed at the bottom by the commander of the *Chester*. “Decker,” I think, was the name on the bottom.

Senator SMITH. Did you send off, in reply to that, the list of third-class passengers?

Mr. COTTAM. Not immediately.

Senator SMITH. When did you?

Mr. COTTAM. Sometime afterwards; perhaps an hour or a couple of hours afterwards. I did not send them at all; Bride sent them.

Senator SMITH. You did not send them?

Mr. COTTAM. No; I did not send them.

Senator SMITH. Bride sent them?

Mr. COTTAM. Bride sent them.

Senator SMITH. How did you pass your time on the way from the scene of this calamity to New York? Did you rest most of the time?

Mr. COTTAM. How did I pass my time?

Senator SMITH. Did you rest or work?

Mr. COTTAM. It was hard work all the way.

Senator SMITH. You did not get much sleep?

Mr. COTTAM. No.

Senator SMITH. What did the work consist of?

Mr. COTTAM. It was all telegraph work.

Senator SMITH. In receiving messages frequently?

Mr. COTTAM. Yes.

Senator SMITH. Did you get any messages from the *Salem*?

Mr. COTTAM. I never had the *Salem*.

Senator SMITH. Did this heavy work continue right up to the time of your arrival in New York?

Mr. COTTAM. Right up to docking.

Senator SMITH. Were you in communication with the office of your company in New York the day of the landing?

Mr. COTTAM. No, sir.

Senator SMITH. Or before that time?

Mr. COTTAM. No, sir.

Senator SMITH. Did you receive any radiograms or wireless messages from Mr. Marconi?

Mr. COTTAM. I did not.

Senator SMITH. Or from anyone signing his name?

Mr. COTTAM. No, sir; I did not.

Senator SMITH. Did you receive any wireless communications from Mr. Sammis?

Mr. COTTAM. No, sir; I did not.

Senator SMITH. Or from any one signing his name?

Mr. COTTAM. No.

Senator SMITH. Or from Mr. Bottomley?

Mr. COTTAM. No, sir.

Senator SMITH. Where were you at 8.12 p. m. the night the *Carpathia* landed in New York?

Mr. COTTAM. I do not know, sir; I might have been ashore. I do not know what time she docked. I do not remember what time she docked.

Senator SMITH. Suppose she docked at 9.40?

Mr. COTTAM. I should be aboard the ship.

Senator SMITH. Were you on duty until the boat arrived at New York?

Mr. COTTAM. I was until she docked at the dock; then I went on the deck.



Senator SMITH. Then you were on duty at 8 p. m. that night?

Mr. COTTAM. I do not know whether I was on duty at 8.12. I do not remember. Bride had the phones right up to docking and right after docking.

Senator SMITH. What time did Bride have the phones?

Mr. COTTAM. Bride had the phones while I was having my dinner.

Senator SMITH. What time did you have your dinner that night?

Mr. COTTAM. It was about 7, I should say; 7 to half past.

Senator SMITH. After dinner did you go up to your station?

Mr. COTTAM. No, sir; I was in the station. I had my dinner in the station. Bride had the phones all the time after that.

Senator SMITH. Bride had the telephone some time——

Mr. COTTAM (interrupting). Up to docking; from my dinner time up to docking.

Senator SMITH. From the time you went to dinner——

Mr. COTTAM (interrupting). I had it in the room—in the operating room.

Senator SMITH. You had your dinner in your room?

Mr. COTTAM. Yes.

Senator SMITH. And your room adjoined the apparatus?

Mr. COTTAM. In the operating room.

Senator SMITH. Both rooms are practically together?

Mr. COTTAM. They are all one room.

Senator SMITH. And you enter from the operating room into your room?

Mr. COTTAM. It is all one room.

Senator SMITH. Without going out on the deck?

Mr. COTTAM. Yes.

Senator SMITH. You went to your dinner a little after 7?

Mr. COTTAM. Yes.

Senator SMITH. You took your dinner about 20 minutes after 7?

Mr. COTTAM. It would be some time around there; I can't remember the time.

Senator SMITH. From the time you took your dinner, or say for any period during two hours prior to the landing of the ship, did you have the telephones?

Mr. COTTAM. No, sir; from my dinner time I did not have the telephones until we docked.

Senator SMITH. And you did not take any message?

Mr. COTTAM. No.

Senator SMITH. Bride was at the instrument, or had the apparatus?

Mr. COTTAM. Yes.

Senator SMITH. And he took the messages?

Mr. COTTAM. Yes.

Senator SMITH. Do you know of his taking a message to this effect:

8.12 P. M.

SEAGATE TO “ CARPATHIA ”:

Say, old man, Marconi Co. taking good care of you. Keep your mouth shut and hold your story. It is fixed for you so you will get big money. Now, please do your best to clear.

Did you hear anything like that?

Mr. COTTAM. Yes, sir; I saw something like that. Bride took it.

Senator SMITH. Bride took it and you talked with him about it?

Mr. COTTAM. Yes.

Senator SMITH. Do you recall this message:

8.30 P. M.

MARCONI TO OPERATORS "CARPATHIA" AND "TITANIC":

Arranged for your exclusive story for dollars in four figures, Mr. Marconi agreeing. Say nothing until you see me.

J. M. SAMMIS.

Where are you now?

O. P. R. "C."

Do you remember that?

Mr. COTTAM. The first one I do not remember. I never saw or heard anything about it.

Senator SMITH. But this second one, this 8.30 one, which refers to four figures, you do remember?

Mr. COTTAM. Something about it; yes.

Senator SMITH. What do you remember about it?

Mr. COTTAM. I remember Bride mentioning something about it.

Senator SMITH. What did he say to you?

Mr. COTTAM. I do not just remember. I believe he read that message out.

Senator SMITH. And what was said?

Mr. COTTAM. I do not remember, sir.

Senator SMITH. What did you say?

Mr. COTTAM. Well, I should imagine I acknowledged it. I do not know what I did, further.

Senator SMITH. Mr. Franklin, do you remember what time the *Capathia* docked?

Mr. FRANKLIN. At 9.30 o'clock.

Senator SMITH. You talked that over with Mr. Bride?

Mr. COTTAM. I do not remember talking it over. I acknowledged it.

Senator SMITH. You were not at the apparatus?

Mr. COTTAM. No, sir; I was only in the room for about two minutes.

Senator SMITH. You acknowledged it to Mr. Bride?

Mr. COTTAM. Yes.

Senator SMITH. And did not attempt to reply to it?

Mr. COTTAM. No, sir.

Senator SMITH. By wireless?

Mr. COTTAM. No, sir.

Senator SMITH. You can not recall what Bride said to you or what you said to him about it?

Mr. COTTAM. No, sir; I had a message from the company asking me to meet Mr. Marconi in the Strand Hotel and I was preparing to get ashore as she touched, sir.

Senator SMITH. But you got that information, and then you got another message a little later?

Mr. COTTAM. I do not know which came first.

Senator SMITH. I will read this one to you. This is dated 9 p. m., from Seagate to *Carpattia* operators:

Go to Strand Hotel, 502 West Fourteenth Street, to meet Mr. Marconi.

Did you get that message? It was signed "C."

Mr. COTTAM. Yes.

Senator SMITH. And you arranged to do that?

Mr. COTTAM. Yes, sir.

Senator NEWLANDS. All this was within about an hour of your docking, was it not?

Mr. COTTAM. It was within less than that. We were getting into the dock when the message came.

Senator SMITH. I will read this. The date is 9.33 p. m., from Seagate to *Carpathia* (personal to operator, *Carpathia*):

Meet Mr. Marconi and Sammis at Strand Hotel, 502 West Fourteenth Street. Keep your mouth shut.

MARCONI.

Did you get that telegram?

Mr. COTTAM. I do not remember which it was, sir. Apparently you have two there.

Senator SMITH. I have two; yes.

Mr. COTTAM. I do not know which one it was.

Senator SMITH. Did you get one signed “Mr. Marconi?”

Mr. COTTAM. I do not remember. Bride was writing it down, and I looked over as he was taking it.

Senator SMITH. Did he write down “Mr. Marconi?”

Mr. COTTAM. I do not remember, sir.

Senator SMITH. Did he write down “Sammis?”

Mr. COTTAM. I do not remember, sir.

Senator SMITH. Did you know the telegram came from Mr. Sammis?

Mr. COTTAM. I do not remember anything about it. I remember the message. I was running about the ship at the time.

Senator SMITH. Did you keep your mouth shut in accordance with that injunction?

Mr. COTTAM. Certainly.

Senator SMITH. And did not talk to anybody?

Mr. COTTAM. No, sir; not during all the voyage, from the catastrophe up to the time of arriving in New York, I did not say anything.

Senator SMITH. And you did not send out a great deal did you?

Mr. COTTAM. No; I sent out nothing.

Senator SMITH. Frequent requests were made for details, were they not?

Mr. COTTAM. Yes.

Senator SMITH. But you sent out nothing?

Mr. COTTAM. No.

Senator SMITH. Why?

Mr. COTTAM. Because I had the passengers messages and official traffic to get off before I could provide newspapers with news. That was not the most important thing to do——

Senator SMITH. Exactly; and I do not want you to infer that I think it was.

Mr. COTTAM. The captain told me to ignore all stations other than those I was in communication with and could benefit by.

Senator SMITH. And you say you had messages from passengers?

Mr. COTTAM. Yes.

Senator SMITH. And for passengers?

Mr. COTTAM. For passengers. I had a few; yes.

Senator SMITH. Were you in communication with Cape Race Station?

Mr. COTTAM. No sir.

Senator SMITH. Were you in communication with any shore station?

Mr. COTTAM. Yes.

Senator SMITH. With what station?

Mr. COTTAM. Sagaponack, Siasconset, and Seagate. I had five for Sable Island, and when I offered him about 250 he ignored me altogether.

Senator SMITH. Two hundred and fifty what?

Mr. COTTAM. Two hundred and fifty messages.

Senator SMITH. And were you unable to work them off through other stations?

Mr. COTTAM. I was in touch with no other station. Sable Island is a long way out to sea.

Senator SMITH. When you left the *Carpathia* did you go to the Strand Hotel?

Mr. COTTAM. Yes, sir.

Senator SMITH. Whom did you meet there?

Mr. COTTAM. I met nobody.

Senator SMITH. Did you meet Mr. Sammis?

Mr. COTTAM. No.

Senator SMITH. Or Mr. Marconi?

Mr. COTTAM. No.

Senator SMITH. But you reported there and found no one?

Mr. COTTAM. Yes, sir.

Senator SMITH. Then what did you do?

Mr. COTTAM. I walked about and waited.

Senator SMITH. How long did you wait?

Mr. COTTAM. An hour or an hour and a half.

Senator SMITH. Did you see anybody? Did you see either of these men or any other officer of the Marconi Co.?

Mr. COTTAM. No, sir.

Senator SMITH. Did you say anything to anybody about your story?

Mr. COTTAM. No, sir.

Senator SMITH. Were you alone?

Mr. COTTAM. Yes, sir.

Senator SMITH. Where did you leave Bride, aboard the ship?

Mr. COTTAM. Yes. He was lying in the cabin. He was trying to get some of the other passengers' messages off, but he was not much good getting them off after the ship had docked.

Senator SMITH. But he continued to try?

Mr. COTTAM. He continued to try to attend to official traffic.

Senator SMITH. You sold your story about this disaster to the New York Times?

Mr. COTTAM. Yes, sir.

Senator SMITH. When did they print it?

Mr. COTTAM. I don't know sir; about midnight, I should think.

Senator SMITH. On what night?

Mr. COTTAM. On the night of docking, Thursday night.

Senator SMITH. With whom were these negotiations held?

Mr. COTTAM. With one of the New York Times reporters.

Senator SMITH. What did he say to you?

Mr. COTTAM. He told me I had permission to relate my story to the Times.

Senator SMITH. Did he tell you what he would give you for it?

Mr. COTTAM. No, sir.

Senator SMITH. What did he give you for it?

Mr. COTTAM. I have not got anything for it yet.

Senator SMITH. You have received nothing?

Mr. COTTAM. No.

Senator SMITH. Has anybody received anything for that story?

Mr. COTTAM. Not to my knowledge.

Senator SMITH. Have you been told you would receive anything?

Mr. COTTAM. I expect something, but I don't know what.

Senator SMITH. You made no contract with him?

Mr. COTTAM. No, sir.

Senator SMITH. And no figures were mentioned?

Mr. COTTAM. Oh, figures were mentioned.

Senator SMITH. What figures?

Mr. COTTAM. The figures in the message.

Senator SMITH. That said “ four figures ”?

Mr. COTTAM. Yes.

Senator SMITH. How many did they mention?

Mr. COTTAM. Four.

Senator SMITH. Not four naughts? What was the figures?

Mr. COTTAM. I beg your pardon?

Senator SMITH. What was the figure?

Mr. COTTAM. I do not know. I do not know what the figures were—four figures.

Senator SMITH. In this conversation was any amount stated?

Mr. COTTAM. No, sir.

Senator SMITH. Either by him or by you?

Mr. COTTAM. No, sir.

Senator SMITH. Did you tell him what you wanted?

Mr. COTTAM. No, sir.

Senator SMITH. Did he tell you what he was going to give you in payment?

Mr. COTTAM. No, sir.

Senator SMITH. You just relied upon his generosity?

Mr. COTTAM. Yes.

Senator SMITH. And upon this telegram that you received?

Mr. COTTAM. Yes.

Senator SMITH. That telegram from Mr. Sammis.

Mr. COTTAM. Yes.

Senator SMITH. Do you know whether Mr. Sammis received any money from this paper?

Mr. COTTAM. No, sir.

Senator SMITH. Have you seen Mr. Sammis since that night?

Mr. COTTAM. I did not see him that night.

Senator SMITH. Have you seen him since you docked?

Mr. COTTAM. Oh, yes.

Senator SMITH. Where?

Mr. COTTAM. At the inquiry in New York, at the Waldorf.

Senator SMITH. Did you see him at any other place?

Mr. COTTAM. No; I do not remember. I may have met him in the street.

Senator SMITH. Did you go to the Marconi offices?

Mr. COTTAM. Yes; I went there one afternoon.

Senator SMITH. In New York?

Mr. COTTAM. Yes.

Senator SMITH. Whom did you see there?

Mr. COTTAM. One of the clerks.

Senator SMITH. Nobody else?

Mr. COTTAM. No, sir.

Senator SMITH. Have you a report of that story that you gave to the New York Times?

Mr. COTTAM. No, sir.

Senator SMITH. Have you ever had one?

Mr. COTTAM. No, sir.

Senator SMITH. Did you ever see it?

Mr. COTTAM. I saw it in the paper.

Senator SMITH. When?

Mr. COTTAM. The following morning.

Senator SMITH. Friday morning?

Mr. COTTAM. Yes, sir.

Senator SMITH. But you have not a copy of that?

Mr. COTTAM. I may have a copy somewhere. It may be in New York. I believe I have a copy somewhere, but I do not know where it is exactly.

Senator SMITH. How much of a story was it?

Mr. COTTAM. I gave them only a short story. I gave them brief notes, and the brief notes were copied out.

Senator SMITH. Do you know how much Bride got?

Mr. COTTAM. No.

Senator SMITH. He has not told you?

Mr. COTTAM. No.

Senator SMITH. Where did they see Bride, if you know? They must have seen him at the boat.

Mr. COTTAM. They must have seen him on the ship; yes.

Senator SMITH. And you were not present when he gave his story?

Mr. COTTAM. No, sir.

Senator SMITH. And you do not know how much he got for it?

Mr. COTTAM. No.

Senator SMITH. Do you know that he got anything for it?

Mr. COTTAM. I do not know anything about it.

Senator SMITH. Have you heard that he got anything for it?

Mr. COTTAM. No, sir.

Senator SMITH. And you have had no talk with him about it?

Mr. COTTAM. No, sir.

Senator SMITH. I notice in the wireless messages that are sent and received the term "old man" is often used.

Mr. COTTAM. Yes.

Senator SMITH. Is that a cipher or code term, or is it a term of friendly endearment, or what is it?

Mr. COTTAM. It is a term of friendly endearment.

Senator SMITH. As recognized among the wireless boys?

Mr. COTTAM. Among all the wireless fellows.

Senator SMITH. And it is used as a pleasantry?

Mr. COTTAM. Yes.

Senator SMITH. Did you telephone Mr. Marconi for permission to give out this story?

Mr. COTTAM. Yes.

Senator SMITH. Did you receive his consent?

Mr. COTTAM. Yes.

Senator SMITH. And talked with him personally?

Mr. COTTAM. On the phone.

Senator SMITH. Over the phone?

Mr. COTTAM. Yes.

Senator SMITH. Mr. Marconi, I would like to ask if you will endeavor to obtain for the committee the wireless message sent from the *Amerika* on Sunday, supposedly received by the *Titanic*, warning the *Titanic* that there was ice ahead.

Mr. MARCONI. Yes, I will endeavor to obtain it; or, if I can not obtain the original, a certified copy.

Senator SMITH. We want to know, Mr. Marconi, the time it was sent from the *Amerika*, the latitude and longitude, and, if you can trace it, the time it was received. I might say for your information that this message was received here at the Hydrographic Office in Washington at 10.51 p. m. April 14, and it came from the *Amerika* via the *Titanic* and Cape Race to Washington. It says:

S. S. “AMERIKA” VIA “TITANIC” AND CAPE RACE, N. F.,  
April 14, 1912.

HYDROGRAPHIC OFFICE,  
Washington, D. C.:

*Amerika* passed two large icebergs in 41.27 N., 50.8 W., on the 14th of April.  
K. N. U. T.

It should be “h,” but on here it is “p, 10.51 p.”

I understand, Mr. Marconi, that Mr. Boaz, of the Hamburg-American Line, says that wireless messages are not under their control; that official inquiry must be made of the post-office authorities at Berlin, who control the wireless on German ships.

Mr. MARCONI. I suppose that is a fact. I will do my best to obtain these messages. At the same time I should say that it may take us a considerable time to get them.

Senator SMITH. We will wait on you if you will use your usual expedition. Mr. Marconi, if you think you will have difficulty in obtaining that message, and would prefer to have us undertake it in our own way, I will not burden you with the responsibility.

Mr. MARCONI. I shall be very glad to assist the committee in any way. I think perhaps, through the German company, I may be able to get it.

Senator SMITH. I wish you would think the matter over and confer with us about it a little later. We shall try to cooperate in the matter.

Mr. MARCONI. Yes, sir.

Senator SMITH. Now, Mr. Cottam, how long have you been an operator in the wireless telegraphy business?

Mr. COTTAM. About three years.

Senator SMITH. During which time you have been in various parts of the world?

Mr. COTTAM. Yes.

Senator SMITH. I would like to ask whether, from your observation and experience, there is any rivalry or hatred among wireless operators using the Marconi system against those who do not use the Marconi system?



Mr. COTTAM. There used to be a certain amount, before the Marconi company amalgamated with the Telefunken. There used to be a certain amount of rivalry between the two—the Telefunken system and the Marconi system.

Senator SMITH. Is it not a fact that matters of vital importance are often neglected because of that rivalry and hatred?

Mr. COTTAM. No; I do not think so.

Senator SMITH. You heard Mr. Bride testify in New York that after the C. Q. D. call was sent from the *Titanic*, and it was picked up by the *Frankfurt*, the *Frankfurt* operator waited about 20 minutes before replying?

Mr. COTTAM. Yes, sir.

Senator SMITH. And then said, “What is the matter”?

Mr. COTTAM. That isn’t so.

Senator SMITH. Whereupon Bride said to him, “You are a fool. Keep out”?

Mr. COTTAM. Yes, sir.

Senator SMITH. You heard Bride testify to that?

Mr. COTTAM. Yes; I heard it sent.

Senator SMITH. From anything you know, was there any rivalry between the operators on the *Frankfurt*, under that system, and the operator on the *Titanic*?

Mr. COTTAM. No, sir. There ought to be no rivalry. The C. Q. D. call ought to be quite sufficient for any man who understands the English language, or the German language, for that matter. The C. Q. D. call is a universal call.

Senator SMITH. The C. Q. D. call means the same in all languages, does it not?

Mr. COTTAM. Yes; no matter whether it is German, French, or otherwise.

Senator SMITH. It is a cipher warning of danger. It is a cry of distress. The C. Q. D. is the universal wireless language of distress, is it not?

Mr. COTTAM. Yes.

Senator SMITH. It speaks in all languages?

Mr. COTTAM. Yes.

Senator SMITH. You say it was the duty of that operator to come, and not to ask questions?

Mr. COTTAM. Yes; not to hesitate. He ought not to have hesitated a minute.

Senator SMITH. The captain of the *Carpathia* did not hesitate a minute, did he?

Mr. COTTAM. No, sir.

Senator SMITH. Is the *Frankfurt* equipped with the same apparatus that the *Carpathia* has, do you know?

Mr. COTTAM. I do not remember, sir. I do not remember whether she is fitted with the Telefunken or whether she has the Marconi system.

Senator SMITH. Do you know, Mr. Marconi?

Mr. MARCONI. I do not know. I know it is a ship with which we work.

Senator SMITH. With which you interchange?

Mr. MARCONI. Yes, sir.

Senator SMITH. What about this Telefunken?

Mr. COTTAM. That is a different system. The Telefunken and the Marconi are different systems.

Senator SMITH. You know of no hatred or rivalry that would enter into such a situation as that?

Mr. COTTAM. No, sir; there ought not to be.

Senator SMITH. You know of no such thing that delayed the *Frankfurt* from going to the rescue of the *Titanic*?

Mr. COTTAM. No, sir; there was not another sound other than that single communication between the *Frankfurt* and the *Titanic*; there was not another sound otherwise. He ought to have heard it and read it.

Senator SMITH. Let us see about that. There was the C. Q. D. that you picked up?

Mr. COTTAM. Yes.

Senator SMITH. And that was picked up on the *Frankfurt*?

Mr. COTTAM. I do not know whether the same one was. I do not suppose it was.

Senator SMITH. The C. Q. D. was received and acknowledged; then 20 minutes elapsed, and the operator asked the *Titanic*, “What is the trouble?”

Mr. COTTAM. Yes, sir; he came back with his position. He said, “Here is our position. What is the matter?”

Senator SMITH. He gave his position and said, “What is the matter?”

Mr. COTTAM. He did not give it; he offered it.

Senator SMITH. Did he ever give it?

Mr. COTTAM. I do not know whether he gave it or not, sir. I did not hear it.

Senator SMITH. Did you receive that message from the *Frankfurt* to the *Titanic* on the *Carpathia*?

Mr. COTTAM. Yes, sir.

Senator SMITH. What did it say?

Mr. COTTAM. It simply asked what was the matter—what did he want to exchange positions for at that time of night—and wanted to know what was the matter.

Senator SMITH. The *Frankfurt* wanted to know what was the matter, and did not give his position?

Mr. COTTAM. I do not remember whether he gave it or not; I did not hear it.

Senator SMITH. Would you have heard it if it had been given? You heard the balance of the message?

Mr. COTTAM. Certainly. I heard all the communications with the *Titanic*.

Senator SMITH. You heard all the communications with the *Titanic*?

Mr. COTTAM. Yes, sir.

Senator SMITH. From what ships?

Mr. COTTAM. From the ships that were in communication with the *Titanic*.

Senator SMITH. What were they?

Mr. COTTAM. There were the *Olympic* and the *Frankfurt*. Satisfactory communication was not established with the *Baltic* at all.

Senator SMITH. But satisfactory communication was established with the *Olympic* and the *Frankfurt*?

Mr. COTTAM. Yes, sir.

Senator SMITH. Do you remember whether the *Olympic* gave her position?

Mr. COTTAM. Yes, sir; she gave it.

Senator SMITH. Do you remember what it was?

Mr. COTTAM. No, sir; I did not take it.

Senator SMITH. You are positive the *Frankfurt* did not give her position?

Mr. COTTAM. I am not positive—absolutely positive. I can not remember. I did not take much notice of it. I was helping the *Titanic*.

Senator SMITH. Under the regulations of the Berlin convention the *Frankfurt* was obliged to give her position, was she not, upon receipt of this C. Q. D. call?

Mr. COTTAM. If he had used any common sense he would have done it.

Senator SMITH. How is that, Mr. Marconi?

Mr. MARCONI. They are obliged to give the best assistance possible. I suppose that would include that.

Senator SMITH. What I am trying to ascertain is this: The C. Q. D. call of distress goes out. That is the most alarming call that can be recorded over a wireless instrument?

Mr. MARCONI. Yes, sir.

Senator SMITH. It is as significant, as I understand it, as a red light would be in front of a moving express train?

Mr. MARCONI. Yes, sir.

Senator SMITH. A warning and a call both?

Mr. MARCONI. Yes, sir.

Senator SMITH. What I would like to get at is this: Whether it is the duty of any ship whose country is a party to the Berlin convention to respond to that call, and whether when that response is made the ship's position is given as a part of the regulations. Do you see my point?

Mr. MARCONI. Yes.

Senator SMITH. If the *Frankfurt* was 500 miles away and the ship's position was known to the captain of the *Titanic*, and the *Carpathia* was 50 miles away, and the ship's position was known to the *Titanic*, then the operator of the *Titanic* might very appropriately say to the operator of the *Frankfurt*, "Keep out." Do you see my point?

Mr. MARCONI. Yes.

Senator SMITH. I want to know whether that is covered by the regulations?

Mr. MARCONI. I do not recall that the regulations specify that the positions should be given of the ships which are called, but it does specify that they have to do everything in their power to assist, and I presume that includes what you have stated. It is several months since I have read the regulations of the Berlin convention.

Senator SMITH. At least, if they had known that the *Frankfurt* was within 50 miles they would have taken some comfort from the fact that they were not 500 miles off?

Mr. MARCONI. Certainly; it would have been of the greatest utility. I should also state that any ship of any country, even of a country which is not a party to the Berlin convention, would reply to that call, and would be morally bound to reply to that call.

Senator SMITH. Mr. Cottam, you say you said “Good night” to the *Mount Temple* operator? That is, at about half past 10 Thursday night you said “Good night” to him?

Mr. COTTAM. Yes, sir.

Senator SMITH. But I have forgotten whether you said that the *Mount Temple* gave you her position at any time.

Mr. COTTAM. I do not remember whether she did or not.

Senator SMITH. Do you remember whether the *Mount Temple* replied to the C. Q. D. call of the *Titanic* that night?

Mr. COTTAM. I do not think so. I did not hear her.

Senator SMITH. The captain says they did. The captain says the *Mount Temple* replied to the C. Q. D. call of the *Titanic*.

Mr. COTTAM. I heard nothing from the *Mount Temple*.

Senator SMITH. What I am getting at is whether you picked up any message from the *Mount Temple* that night in addition to these other ships’ messages that you have spoken of.

Mr. COTTAM. No, sir. If the *Mount Temple* had replied, I would have been bound to have heard it, because there was not a sound in the air, and this communication of the *Titanic* was all that was going.

Senator SMITH. When you got this message from the *Titanic* the *Carpathia* was about 58 miles from the *Titanic*’s position?

Mr. COTTAM. Yes, sir; about 58 or 60 miles.

Senator SMITH. Why did the operator of the *Titanic* tell this other operator he was a fool and to keep out? Was it because he had not responded?

Mr. COTTAM. Because if he had not done it he would have been a nuisance, as we were in good satisfactory communication, and as he could not get satisfactory communication with the *Frankfurt* he tried elsewhere then.

Senator SMITH. What would you have told him if you had been the operator on the *Titanic*?

Mr. COTTAM. I should have told him the same.

Senator SMITH. Regardless of whether he was a Marconi operator or a German independent operator?

Mr. COTTAM. It does not matter what system. I don’t care. When a man takes 20 minutes to answer in a case like that, when two hours is between life and death, it is about the only fit thing you can call him.

Senator SMITH. Do you not think it would have been just as well, not knowing the position of the *Frankfurt*, for the operator on the *Titanic* to have said “We are sinking”? It would not have taken any more words to say that than it did to say “You are a fool.”

Mr. COTTAM. C. Q. D. is sent out with the position. When a man sends his position and C. Q. D. the first thing to do is to turn right around and steer for that position. The position of the *Frankfurt* to the *Titanic* did not matter at all.

Senator SMITH. I know, but I would like to impress you with the seriousness of becoming flippant or discourteous in such an emer-

gency as that. I am a little sorry to hear you say you would have made the same answer.

Mr. COTTAM. Certainly I should under the same circumstances, because we were trying to get the *Olympic*, and we were trying to work the *Olympic* at that time. The *Olympic* was sending a message when he came in with "What is the matter?"

Senator SMITH. You know that is a pretty big responsibility for you to exercise, not knowing the ship's position. As a matter of fact, suppose it should turn out that the *Frankfurt* was nearer than the *Carpathia* to the *Titanic* and that that answer of the wireless operator prevented the *Frankfurt* or discouraged the *Frankfurt* from coming to the *Titanic* when that ship might have arrived an hour or longer before the *Carpathia*?

Mr. COTTAM. I do not think she was nearer. I do not think she was nearer than the *Carpathia*.

Senator SMITH. You do not know anything about that?

Mr. COTTAM. Only by the strength of the signals; that is all.

Senator SMITH. That is all you know about it?

Mr. COTTAM. That is all; sir.

Senator SMITH. My information does not agree with yours. The *Carpathia* had but one operator on this journey?

Mr. COTTAM. That is all.

Senator NEWLANDS. While this conversation was going on between the *Titanic* and the *Olympic* and the *Carpathia* and the *Frankfurt*, could the *Frankfurt* have heard all these messages?

Mr. COTTAM. Certainly.

Senator NEWLANDS. It could?

Mr. COTTAM. Yes. If she heard the first message from the ship, she ought to have heard all the communications from all the others. Apparently, she was not on watch.

Senator NEWLANDS. So it was not necessary to apprise her of all the details?

Mr. COTTAM. No, sir.

Senator NEWLANDS. She could get direct details just as the other vessels to whom they were specially directed would receive them?

Mr. COTTAM. Yes, sir. I got the message, and she ought to have done so, as apparently she was closer. Apparently she was closer, and she ought to have had it if I got it.

Senator NEWLANDS. When the *Frankfurt's* operator broke in at that time with that inquiry that you have regarded as unnecessary, that breaking in was interfering with the messages that the *Titanic* was giving, was it not?

Mr. COTTAM. Yes; and interfering——

Senator NEWLANDS (interposing). That made the operator impatient?

Mr. COTTAM. Yes.

Senator NEWLANDS. Regarding this interference?

Mr. COTTAM. That is so.

Senator NEWLANDS. You and Bride received these marconigrams regarding the press story within half an hour of your docking?

Mr. COTTAM. I believe one or two of them were received after we had docked.

Senator NEWLANDS. After you had docked?

Mr. COTTAM. Yes.

Senator NEWLANDS. Then all the survivors of the disaster were accessible to the newspaper men?

Mr. COTTAM. Lots of them got ashore before I got ashore.

Senator NEWLANDS. You say you waited at the Strand Hotel?

Mr. COTTAM. Yes.

Senator NEWLANDS. For about an hour and a half?

Mr. COTTAM. Yes.

Senator NEWLANDS. Did you see the reporter of the Times there?

Mr. COTTAM. That is where I met the reporter of the Times.

Senator NEWLANDS. You had to wait some time before you saw him?

Mr. COTTAM. Yes.

Senator NEWLANDS. What was his name?

Mr. COTTAM. I don't remember.

Senator NEWLANDS. You refused to communicate with him, then, until you got permission?

Mr. COTTAM. Yes.

Senator NEWLANDS. During the time the survivors of the *Titanic* were on the *Carpathia* were your hands full of business?

Mr. COTTAM. Yes.

Senator NEWLANDS. You had many messages to send, both on behalf of the ship and on behalf of the passengers on the ship, had you not?

Mr. COTTAM. Yes, sir.

Senator NEWLANDS. That prevented you from attending to a great many inquiries that were made?

Mr. COTTAM. Yes, sir. We got the inquiries on one side and could not attend to them.

Senator NEWLANDS. You could not attend to them?

Mr. COTTAM. No, sir.

Senator NEWLANDS. Were you able to dispatch all the messages which you received on board the *Carpathia* from the survivors and others on the ship?

Mr. COTTAM. The survivors' messages? They handed messages in to me, you mean?

Senator NEWLANDS. Yes.

Mr. COTTAM. No; I did not get them all off.

Senator NEWLANDS. You were not able to get them all off?

Mr. COTTAM. No, sir.

Senator NEWLANDS. You were busy, were you?

Mr. COTTAM. Yes, sir.

Senator NEWLANDS. Did you not have sufficient time, or was it because of lack of sufficient connections?

Mr. COTTAM. No; I had not sufficient time; I could not do an impossibility. It was practically an impossibility to get them off.

Senator SMITH. Mr. Cottam, did you hear the testimony of Mr. Boxhall, on the *Titanic*, the officer who said he fired the rockets?

Mr. COTTAM. No, sir; I did not.

Senator SMITH. The night of the collision?

Mr. COTTAM. No, sir; I did not hear that.

Senator SMITH. And who said he tested out the Morse signals of distress and that he saw the lights of a boat ahead of him about 5 miles?

Mr. COTTAM. I saw it in the paper, where a boat had been seen.



Senator SMITH. You did not hear him swear?

Mr. COTTAM. No, sir.

Senator SMITH. Did you hear Mr. Lightoller, the second officer of the *Titanic*, say that he saw lights?

Mr. COTTAM. No, sir; I was only in here yesterday for about 5 or 10 minutes.

Senator SMITH. Suppose a boat in the vicinity of the *Titanic*, or any other boat on which you were an operator, replied to the C. Q. D. call after a lapse of 20 minutes and said, “What is the matter?” Do you wish us to understand that your reply would be to that kind of an inquiry, “You are a fool”?

Mr. COTTAM. I should, under the circumstances, or I should have ignored him altogether.

Senator SMITH. Suppose you ignored him altogether and did not answer his second inquiry as to what was the matter? Let me just call your attention to the situation: Suppose this boat that Boxhall and Lightoller and others seem to have seen ahead of the *Titanic* had replied, after a C. Q. D. had been received, “What is the matter?” and that you had ignored them altogether?

Mr. COTTAM. I should not give up a certainty for an uncertainty when I was working the certainty.

Senator SMITH. Hold on until I get through. Suppose you had ignored them altogether and told the operator he was a fool, and suppose it had turned out that that ship you were talking with could have reached the side of the *Titanic* and saved those 1,400 lives; do you not think your curt dismissal of the second inquiry would be a pretty big responsibility for you to assume?

Mr. COTTAM. Perhaps it would; but if a man was making a nuisance of himself—if he had been a nuisance in the case, as you say, and he could not have got that C. Q. D. from the *Titanic* with the insulation he had, the best insulation in a merchant ship, he did not deserve to go to sea as an operator.

Senator SMITH. All right. Let us go a little further than that. Suppose this ship that was just ahead of the *Titanic*, the *Mount Temple*, and was in sight of its officers from its deck, was itself stuck in a field of ice and could not at that moment move, would that change your view of your duty?

Mr. COTTAM. You mean in sight of the *Titanic*? I do not understand it. I do not understand the question.

The question was repeated by the stenographer as above recorded.

Mr. COTTAM. I do not understand the question.

Senator SMITH. Well, if the help which was called for, and was within easy reach of the ship that was sinking, was itself struggling with the ice and quite busy and could not respond to the C. Q. D. call as promptly as you might think it ought to do, do you not think it would be desirable to explain to them the circumstances under which the message for help was sent?

Mr. COTTAM. The operator on the ship has no duties on the bridge to perform, with regard to keeping a lookout or anything like that. His duty in a case of that description is to keep a constant watch——

Senator SMITH. Wait a minute, now. Suppose that this ship was stuck in the ice herself and he was taking business for his captain.

Mr. COTTAM. I know he was not, sir.

Senator SMITH. How do you know he was not?



Mr. COTTAM. Because, as I say, when the communication with the *Titanic* was going on there was not a sound otherwise.

Senator SMITH. But you were passing from your room to the deck delivering these messages, along about half past 10 Sunday night?

Mr. COTTAM. About 5 minutes——

Senator SMITH. Suppose that during the time you were temporarily absent from your apparatus a call had gone out from the *Mount Temple* that they were in the ice, and having a little difficulty, you would have missed it?

Mr. COTTAM. If I had not been in the room, certainly I would have missed it.

Senator SMITH. And therefore you would not know all that was taking place; and when you came back you might get the second message instead of the first one. And, as a matter of fact, the only one you did get was the good-night message from the *Mount Temple*.

Mr. COTTAM. That is right, sir. That was at 10.40 o'clock.

Senator SMITH. I want to get into your mind the fact that there are people who were on the *Mount Temple* who say they saw the lights of the *Titanic* when it went down, and there are people who were on the *Titanic* who say they saw the lights of a boat ahead when the *Titanic* was sinking, and in that situation it is no time to be flippant or discourteous, in such a responsible position as you held.

Mr. COTTAM. I was not flippant. Nobody was flippant with the *Mount Temple*. The *Mount Temple* was off watch.

Senator SMITH. I understand that; you were not discourteous to the *Mount Temple*. But you say you would have made the same answer to the *Mount Temple* that you made to the *Frankfurt* if the *Mount Temple* had asked the question the *Frankfurt* asked.

I do not think I will pursue this any further. The only purpose I have is to call the attention of the wireless people to the necessity for some regulation which will insist that even a second call is entitled to respectful reply.

I think that is all for the present. You may step aside; but hold yourself subject to the committee's call. We will take a recess until 3.30 o'clock.

Thereupon, at 2.10 o'clock p. m., the committee took a recess until 3.30 o'clock p. m.

#### AFTERNOON SESSION.

The subcommittee met, pursuant to the taking of the adjournment, at 3.30 o'clock p. m., Senator William Alden Smith (chairman) presiding.

#### ADDITIONAL TESTIMONY OF GUGLIELMO MARCONI.

Senator SMITH. Mr. Marconi, I would like to ask you one question. In my examination this morning I failed to ask you specifically whether between the date of the collision, Sunday evening, April 14, and the present time, any officer, director, or employee of the White Star Line, or of the International Mercantile Marine Co., had requested you or anyone associated with you, to your knowledge, to delay any message, or send any silence message, or message

enjoining silence on the part of the *Titanic's* operator, Bride, or the *Carpathia's* operator, Cottam, with reference to the time and manner in which and to which the *Titanic* accident was in any way related?

Mr. MARCONI. No; I am absolutely certain that I have received no such request.

Senator SMITH. Or any officer or employee of your company, within your knowledge?

Mr. MARCONI. Yes. You may add those as part of my answer.

Senator SMITH. And this answer refers to your operators, and the managers of your company, or the officers of your company, in any part of the world?

Mr. MARCONI. Yes; of course, in so far as I know.

Senator SMITH. Exactly. The silence signal which I refer to is one recognized in wireless telegraphy, is it not?

Mr. MARCONI. No.

Senator SMITH. Then I will add the words “any injunction of secrecy”?

Mr. MARCONI. Yes; I understand. No; no request whatever has been received, and no instructions were given, to limit or control or suppress or stop any message which the operator or the operators may have thought fit to send to anyone.

Senator SMITH. Did this include any special directions regarding the transmission of messages?

Mr. MARCONI. No instructions whatever were given so far as I know. Instructions were given in every way or manner which it was thought would expedite or facilitate communication.

Senator SMITH. That is all. I would like to ask the sergeant at arms if the witness Luis Klein, who was subpoenaed and brought here by the marshal's office of Cleveland, is here; and tell him, if he is here, we are ready to use him.

Mr. CORNELIUS. He is not here, Senator.

Senator SMITH. Where is he?

Mr. CORNELIUS. He left his hotel yesterday morning. We do not know where he is. We have been unable to locate him.

Senator SMITH. Have you made every endeavor to locate him?

Mr. CORNELIUS. Through our officers here; yes, sir—through the marshal's office here.

Senator SMITH. Through the marshal's office of the District of Columbia.

Mr. CORNELIUS. Yes, sir.

Senator SMITH. But you have not been able to do so?

Mr. CORNELIUS. No, sir.

Senator SMITH. Are you continuing your efforts?

Mr. CORNELIUS. Yes, sir.

Senator SMITH. You may continue your efforts to find him, and if you can find him, it is the wish of the committee that you should do so.

I desire to say that some rumors have reached the committee that there is friction and lack of harmony among the members of the subcommittee, and I have the concurrence of all my associates in saying that that statement is absolutely untrue. No foundation whatever exists for it. Personally, I have never heard of the slightest friction. We are all proceeding together in our own way to get at the results

for which we have been convened, and while the absence of some of my colleagues from some of the hearings might have been noticed, I want the record to show that they have been performing a public duty in the Committee on Commerce, which is now finally acting upon a very important bill over which that committee has jurisdiction, and their absence must not be noted as due to the slightest indisposition upon their part to take active and constant part in these proceedings.

I desire to say, further, that after full conference we have determined to hear the members of the crew of the *Titanic* who have been summoned, aside from the officers who have already been sworn, and that it has been thought necessary, because of the large number of these men, to proceed with the hearing this afternoon without the attendance of the public, each member of the subcommittee examining his proportion or quota of these men. That does not mean that the men will not be examined here. It means only that we must simplify that branch of the work, and my associates feel that it can be done more expeditiously and with equal certainty if this course is taken, and with that announcement the subcommittee will take a recess until to-morrow morning at 10 o'clock.

Thereupon, at 4.15 o'clock p. m., the subcommittee adjourned until to-morrow, Friday, April 26, 1912, at 10 o'clock a. m.



# **“TITANIC” DISASTER**

---

VK1255  
.T5

## **HEARING**

**BEFORE A**

## **SUBCOMMITTEE OF THE COMMITTEE ON COMMERCE UNITED STATES SENATE**

**SIXTY-SECOND CONGRESS**

**SECOND SESSION**

**PURSUANT TO**

**S. RES. 283**

**DIRECTING THE COMMITTEE ON COMMERCE TO INVESTIGATE THE CAUSES LEADING TO THE WRECK OF THE WHITE STAR LINER “TITANIC”**

---

### **PART 7**

---

**Printed for the use of the Committee on Commerce**

---

**SUBCOMMITTEE OF THE COMMITTEE ON COMMERCE.**

**UNITED STATES SENATE.**

**WILLIAM ALDEN SMITH, Michigan, *Chairman.***

**GEORGE C. PERKINS, California.**

**F. M. SIMMONS, North Carolina.**

**JONATHAN BOURNE, Jr., Oregon.**

**FRANCIS G. NEWLANDS, Nevada.**

**THEODORE E. BURTON, Ohio.**

**DUNCAN U. FLETCHER, Florida.**

**W. M. MCKINSTRY, *Clerk.***

## LIST OF WITNESSES.

---

	Page.
Andrews, C. E.....	622
Archer, Ernest.....	643
Brice, W.....	648
Buley, Edward John .....	603
Clench, Frederick.....	634
Collins, John.....	627
Crowe, George Frederick.....	613
Hardy, John.....	587
Hogg, G. A.....	577
Jones, Thomas.....	566
Moore, George.....	559
Olliver, Alfred.....	526
Osman, Frank.....	537
Perkis, Walter John.....	580
Rowe, George Thomas.....	519
Symons, G.....	573
Taylor, W. H.....	550
Ward, William.....	595
Wheelton, Edward.....	543
Widgery, James.....	601



Figure 1. The effect of the number of trials on the number of correct responses. The number of correct responses was plotted against the number of trials for each condition. The number of correct responses increased with the number of trials for all conditions. The number of correct responses was highest for the condition with the highest number of trials (10 trials) and lowest for the condition with the lowest number of trials (2 trials).

# **“TITANIC” DISASTER.**

---

**THURSDAY, APRIL 25, 1912.**

**SUBCOMMITTEE OF THE COMMITTEE ON COMMERCE,  
UNITED STATES SENATE,  
Washington, D. C.**

After the adjournment of the subcommittee at 4.15 o'clock p. m. on this day, the following testimony was taken before Senators Smith, Burton, Perkins, Fletcher, and Bourne, each sitting separately and apart from the others.

## **TESTIMONY OF MR. GEORGE THOMAS ROWE.**

[Testimony taken separately before Senator Burton on behalf of the subcommittee.]

Senator BURTON. What is your name.

Mr. ROWE. George Thomas Rowe.

Senator BURTON. How old are you?

Mr. ROWE. Thirty-two.

Senator BURTON. How long have you sailed?

Mr. ROWE. In the merchant service 2 years; previous to that, 14 years in the Navy.

Senator BURTON. Where were you the night of the collision?

Mr. ROWE. I felt a slight jar and I looked at my watch. It was a fine night, and it was then 20 minutes to 12. I looked toward the starboard side of the ship and saw a mass of ice. I then remained on the after bridge to await orders through the telephone. No orders came down, and I remained until 25 minutes past 12, when I saw a boat on the starboard beam.

Senator BURTON. What was the number of the boat?

Mr. ROWE. You could not tell the number. I telephoned to the fore bridge to know if they knew there was a boat lowered. They replied, asking me if I was the third officer. I replied, “No; I am the quartermaster.” They told me to bring over detonators, which are used in firing distress signals.

Senator BURTON. What next happened?

Mr. ROWE. I took them to the forebridge and turned them over to the fourth officer. I assisted the officer to fire them, and was firing the distress signals until about five and twenty minutes past 1. At that time they were getting out the starboard collapsible boats. The chief officer, Wilde, wanted a sailor. I asked Capt. Smith if I should fire any more, and he said “No; get into that boat.” I went to the boat. Women and children were being passed in. I assisted six, three women and three children. The order was then given to lower the boat. The chief officer wanted to know if there were more women

and children. There were none in the vicinity. Two gentlemen passengers got in; the boat was then lowered. When we reached the water we steered for a light in sight, roughly 5 miles. We pulled away for about three-quarters of a mile, when the ship sank. We pulled through the night, but seemed to get no nearer to the lights. So we altered our course back to a boat that was carrying a green light. During that time daylight broke and the *Carpathia* was in sight.

Senator BURTON. There was nothing special about your getting on the *Carpathia*?

Mr. ROWE. No, sir. In the meantime I found that one of the two gentlemen was Mr. Ismay. I don't know who the other was. Thirty-nine in the boat, all told.

Senator BURTON. You say there were 39 passengers in the boat?

Mr. ROWE. Not all passengers, sir; 39 all told.

Senator BURTON. How many of those were crew or sailors?

Mr. ROWE. Myself was the only sailor, three firemen, and one steward.

Senator BURTON. You had no trouble in managing the boat?

Mr. ROWE. Not a bit.

Senator BURTON. The passengers, aside from you sailors, were all women and children?

Mr. ROWE. Except Mr. Ismay and another gentleman. When daylight broke, we found four men, Chinamen, I think they were, or Filipinos.

Senator BURTON. Were those additional to the 39?

Mr. ROWE. Yes, sir.

Senator BURTON. All the rest of the 39 were women and children, except two, Mr. Ismay and another gentleman?

Mr. ROWE. Yes, sir.

Senator BURTON. When day broke, you found four Chinamen or Filipinos under the seats?

Mr. ROWE. Not under the seats then, sir. They came up between the seats. Ours was about the ninth boat which was unloaded upon the *Carpathia*. The night was very cold; but those who were in the boat were very well wrapped up and did not suffer.

Senator BURTON. Now, tell us the circumstances under which Mr. Ismay and that other gentleman got in the boat?

Mr. ROWE. When Chief Officer Wilde asked if there was any more women and children there was no reply. So Mr. Ismay came aboard the boat.

Senator BURTON. Mr. Wilde asked were there any more women and children. Can you say there were none?

Mr. ROWE. I could not see; but there were none forthcoming.

Senator BURTON. You could see around there on the deck, could you not?

Mr. ROWE. I could see the fireman and steward that completed the boat's crew, but as regards any females I could not see any.

Senator BURTON. Were there any men passengers besides Mr. Ismay and the other man?

Mr. ROWE. I did not see any, sir.

Senator BURTON. Was it light enough so that you could see anyone near by?

Mr. ROWE. Yes, sir.

Senator BURTON. If I understand, there were firemen and stokers around in that neighborhood?

Mr. ROWE. Yes, sir.

Senator BURTON. But no women or children?

Mr. ROWE. No women or children, sir.

Senator BURTON. And, so far as you could see, no other passengers except Mr. Ismay and this other gentleman?

Mr. ROWE. Yes.

Senator BURTON. Did you know Mr. Ismay at the time?

Mr. ROWE. I did know him, sir, because I had seen the gentleman before.

Senator BURTON. In going along on the water, did he give any directions?

Mr. ROWE. I was in charge of the boat.

Senator BURTON. You were in entire charge of the boat?

Mr. ROWE. Absolute, sir.

Senator BURTON. Did you see any ice when on the watch?

Mr. ROWE. No, sir; only when we struck, when we passed it on the starboard side.

Senator BURTON. About how high was that iceberg?

Mr. ROWE. Roughly, 100 feet, sir.

Senator BURTON. Was there anything distinctive about the color of that iceberg?

Mr. ROWE. Not a bit, sir; just like ordinary ice.

Senator BURTON. You saw it as it was brushing by?

Mr. ROWE. Yes, sir. It was very close to the ship, almost touching it.

Senator BURTON. You do not know about how many compartments were opened up?

Mr. ROWE. No, sir; because I never left the afterpart of this boat.

Senator BURTON. Did you see Mr. Ismay and Mr. Carter get in the boat?

Mr. ROWE. I saw the gentlemen get in; yes, sir.

Senator BURTON. Did you hear anyone ask them to get in?

Mr. ROWE. No, sir.

Senator BURTON. How were you occupied at the time they got in?

Mr. ROWE. I was occupied in attending the afterfall, sir.

Senator BURTON. Were you watching Chief Officer Wilde?

Mr. ROWE. Yes, sir.

Senator BURTON. Did you see him speak to them?

Mr. ROWE. No, sir.

Senator BURTON. If he had spoken to them would you have known it?

Mr. ROWE. I think so, because they got in the afterpart of the boat.

Senator BURTON. And you were in the afterpart of the boat?

Mr. ROWE. I was in the afterpart; yes.

Senator BURTON. Was the helm over when you passed the iceberg?

Mr. ROWE. That I could not say.

Senator BURTON. Did you hear any order to abandon the ship, or anything like that?

Mr. ROWE. No, sir.

Senator BURTON. Did you hear any general alarm?

Mr. ROWE. No, sir.

Senator BURTON. Did you hear the sirens?

Mr. ROWE. No sirens, sir; but there was an awful noise made by the escape of steam.

Senator BURTON. Was that noise below or up at the escape pipe?

Mr. ROWE. At the exhaust pipe.

Senator BURTON. Were there any detonators or other signals kept aft?

Mr. ROWE. The detonators, such as the distress signal rockets, green lights, and blue lights.

Senator BURTON. Were there any kept forward?

Mr. ROWE. Yes; on the fore bridge.

Senator BURTON. On the after bridge, too?

Mr. ROWE. Not on the after bridge. There was a private locker aft.

Senator BURTON. Were you at any time on any other deck aside from the top or bridge deck?

Mr. ROWE. No, sir; not after 8 o'clock.

Senator BURTON. Was there any panic that you saw?

Mr. ROWE. Not a bit.

Senator BURTON. Might not a number of persons have been on the lower decks?

Mr. ROWE. Yes, sir; undoubtedly.

Senator BURTON. There were no staterooms on the top deck, were there?

Mr. ROWE. That I could not say.

Senator BURTON. Did you hear any sign or hear any indication of an alarm to call the passengers?

Mr. ROWE. No, sir.

Senator BURTON. Just where were you when you saw the iceberg?

Mr. ROWE. On the poop, sir; underneath the after bridge.

Senator BURTON. You were located practically right on the stern of the boat?

Mr. ROWE. Right on the stern, sir; the poop.

Senator BURTON. And the iceberg, when the boat rubbed against it, was right near, was it?

Mr. ROWE. Yes, sir.

Senator BURTON. How far, would you say?

Mr. ROWE. It was so near that I thought it was going to strike the bridge.

Senator BURTON. Did it strike the bridge?

Mr. ROWE. No, sir; never.

Senator BURTON. Only 10 or 20 feet away?

Mr. ROWE. Not that far, sir.

Senator BURTON. Did you notice the iceberg when the boat got clear of it?

Mr. ROWE. No, sir; I went on the bridge then, to stand by the telephone.

Senator BURTON. Could you hear the ice scraping along on the boat where you were?

Mr. ROWE. No, sir.

Senator BURTON. So you do not know whether it was rubbing against the hull there or not?

Mr. ROWE. No, sir.

Senator BURTON. What is your best judgement about that?

Mr. ROWE. I do not think it was.

Senator BURTON. You are positive you heard no rubbing?

Mr. ROWE. Yes, sir.

Senator BURTON. Do you not think that if the helm had been hard astarboard the stern would have been up against the berg?

Mr. ROWE. It stands to reason it would, sir, if the helm were hard astarboard.

Senator BURTON. Were you able to form any judgment as to how long that berg was?

Mr. ROWE. No, sir.

Senator BURTON. How near were you to the starboard side of the boat when you first noticed it rubbing?

Mr. ROWE. About 8 or 10 feet. I went to the side.

Senator BURTON. Did you go immediately to the side?

Mr. ROWE. Yes, sir.

Senator BURTON. What were your duties as quartermaster aft?

Mr. ROWE. My duties were to attend the log and night signals by night, logging ensign by day, and to look out for any accidents, a man man overboard or something like that.

Senator BURTON. Were you also to keep track of vessels that might be coming up on the side?

Mr. ROWE. Oh, yes, sir; but that is very seldom the case that anything like that happens.

Senator BURTON. Were you reading the log that night?

Mr. ROWE. As soon as the berg was gone I looked at the log and it read 260 miles. The log was reset at noon. I had charge of the taffrail log, which was a Neptune log.

Senator BURTON. You read the log each hour, did you not?

Mr. ROWE. Every two hours. I read it at 10 o'clock, but I do not remember what it was, now, sir.

Senator BURTON. Do you remember what speed she was making, or did you make any computation?

Mr. ROWE. No, sir. We read the log every two hours, and it is telephoned to the bridge and entered in the quartermaster's log book. It is taken from there every watch and put into the ship's log.

Senator BURTON. How soon after she struck was it before she started to tilt or go down by the head? She did not list, did she?

Mr. ROWE. No, sir; not at that time, I don't think.

Senator BURTON. Did she at any time list over to starboard or port?

Mr. ROWE. She did not list, so far as I know, until the time when my boat was lowered. Then she listed to port. She listed about 5 or 6 degrees.

Senator BURTON. To port?

Mr. ROWE. Yes, sir.

Senator BURTON. What side was your boat on?

Mr. ROWE. The starboard side, sir. All the time my boat was being lowered the rubbing strake kept on catching on the rivets down the ship's side, and it was as much as we could do to keep her off.

Senator BURTON. What was the beam of your boat?

Mr. ROWE. I could not say.

Senator BURTON. Would it have more beam than a lifeboat?

Mr. ROWE. It had more beam than what they call the emergency boat.

Senator BURTON. But not any more than a lifeboat?

Mr. ROWE. No.

Senator BURTON. You are sure you rubbed going down?

Mr. ROWE. Yes, sir.

Senator BURTON. Was the *Titanic* down by the head?

Mr. ROWE. Yes, sir. When we left the ship the fore well deck was awash; that is, when we pushed off from the ship. It was 1.25 when I left the bridge to get into the boat. When the boat was in the water the well deck was submerged. It took us a good five minutes to lower the boat on account of this rubbing going down.

Senator BURTON. She must have sunk soon after you left?

Mr. ROWE. Twenty minutes, I believe.

Senator BURTON. Did any boats get away after yours?

Mr. ROWE. One boat got away after mine, on the port side.

Senator BURTON. How long did the rubbing or grinding against the ice last?

Mr. ROWE. I never heard anything except the first contact; the first jar was all I knew about it. I never heard any rubbing at all.

Senator BURTON. Do you think the propeller hit the ice? Did you feel any jolt like the propeller hitting the ice?

Mr. ROWE. No, sir.

Senator BURTON. Do you not think the propeller would have hit the ice if the helm had been turned hard a starboard?

Mr. ROWE. Yes, sir.

Senator BURTON. Did you hear any revolver shots?

Mr. ROWE. No, sir.

Senator BURTON. Did you see the light of a boat, or anything of that kind?

Mr. ROWE. I saw the light; that was the light we were pulling for when we left the ship.

Senator BURTON. What do you conclude that light was?

Mr. ROWE. A sailing ship.

Senator BURTON. What sort of light was it?

Mr. ROWE. A white light.

Senator BURTON. Did you get any nearer to it?

Mr. ROWE. We did not seem to get nearer to it.

Senator BURTON. What did you conclude about it?

Mr. ROWE. We kept on pulling for it, because it was the only stationary light.

Senator BURTON. Do you think there was a sailing boat there?

Mr. ROWE. Yes, sir.

Senator BURTON. And was she going away from you?

Mr. ROWE. Toward daylight the wind sprung up and she sort of hauled off from us.

Senator BURTON. Did you see her?

Mr. ROWE. No, sir.

Senator BURTON. Did you see any side lights?

Mr. ROWE. No, sir. I think there was a ship there. Indeed, I am sure of it, and that she was a sailer.

Senator BURTON. The light you saw was a white light?

Mr. ROWE. Yes, sir.

Senator BURTON. What did you judge it to be, a stern light?

Mr. ROWE. I judged it to be a stern light; yes, sir.

Senator BURTON. Did you see this light before the ship struck?



Mr. ROWE. Yes, sir.

Senator BURTON. What was its bearing with regard to the *Titanic*, forward or aft?

Mr. ROWE. Right forward, sir.

Senator BURTON. Dead ahead?

Mr. ROWE. Not dead ahead, but just a little on the port bow.

Senator BURTON. That was before the ship struck?

Mr. ROWE. No, sir; because I was never on the bridge until after the ship struck.

Senator BURTON. You did not see it when you were aft?

Mr. ROWE. No, sir.

Senator BURTON. But you say you did see her before ever the ship struck?

Mr. ROWE. No, sir.

Senator BURTON. You did not mean to say you saw her before the ship struck?

Mr. ROWE. No, sir.

Senator BURTON. When did you first see her?

Mr. ROWE. When I was on the bridge firing the rockets. I saw it myself, and I worked the Morse lamp at the port side of the ship to draw her attention.

Senator BURTON. Do you know whether the water-tight doors were closed or not?

Mr. ROWE. I could not say.

Senator BURTON. Did you hear any signal for the doors to close?

Mr. ROWE. No.

Senator BURTON. You had a signal on the ship to ring bells before the doors closed, did you not?

Mr. ROWE. I could not hear that on the poop.

Senator BURTON. You could not hear the three gongs for “dead ahead” on the poop, could you?

Mr. ROWE. No.

Senator BURTON. Do you know whether any of the men were sent down below to see whether any of the doors were closed or not?

Mr. ROWE. I could not say.

Senator BURTON. You would not have known of that, really, anyway, would you?

Mr. ROWE. No, sir.

Senator BURTON. Was there any steam coming up through any of the hatches or ventilators?

Mr. ROWE. No, sir. The only steam I saw was coming out of exhaust pipes.

Senator BURTON. Did you hear any explosions?

Mr. ROWE. I heard one, sir, after we left the ship. It was not an explosion; a sort of a rumbling.

Senator BURTON. What do you think it was?

Mr. ROWE. I have no idea what it was.

Senator BURTON. Do you think it was boilers exploding?

Mr. ROWE. It was not an ordinary explosion, you understand; more like distant thunder.

Senator BURTON. Was that before or after the ship sank?

Mr. ROWE. Before she sank, sir.

Senator BURTON. Were there more than one of those explosions?

Mr. ROWE. I only heard the one, sir.

Senator BURTON. How far from the ship were you when she went down?

Mr. ROWE. About three-quarters of a mile, sir.

Senator BURTON. Did you see her go down?

Mr. ROWE. I saw her stern disappear at the finish, sir.

Senator BURTON. It was while she was still floating that you heard the explosions?

Mr. ROWE. Heard this rumbling sound, sir.

Senator BURTON. You are quite sure of that, are you?

Mr. ROWE. Positive, sir.

G. T. ROWE.

Subscribed and sworn to before me this 30th day of April, A. D. 1912.

[SEAL.]

E. L. CORNELIUS,  
*Notary.*

### TESTIMONY OF MR. ALFRED OLLIVER.

[Testimony taken separately before Senator Burton on behalf of the subcommittee.]

Senator BURTON. What is your name?

Mr. OLLIVER. Alfred Olliver.

Senator BURTON. How old are you?

Mr. OLLIVER. Twenty-eight next 6th of June.

Senator BURTON. How long have you been a sailor?

Mr. OLLIVER. I have been a sailor ever since I was 16.

Senator BURTON. Navy or merchant marine?

Mr. OLLIVER. Both.

Senator BURTON. How long in the Navy?

Mr. OLLIVER. Seven years.

Senator BURTON. You were first on duty in the Navy?

Mr. OLLIVER. I was in the Navy first, and then I came into the merchant marine afterwards.

Senator BURTON. What was your position on the boat?

Mr. OLLIVER. Quartermaster.

Senator BURTON. Where were you when the collision occurred?

Mr. OLLIVER. I was stand-by quartermaster on the bridge. I had been relieved from the wheel at 10 o'clock, and I was stand-by after 10 o'clock. I was running messages and doing various other duties. I was not right on the bridge; I was just entering the bridge. I had just performed an errand and was entering the bridge when the collision occurred.

Senator BURTON. Just state what happened?

Mr. OLLIVER. When I was doing this bit of duty I heard three bells rung up in the crow's nest, which I knew that it was something ahead; so I looked, but I did not see anything. I happened to be looking at the lights in the standing compass at the time. That was my duty, to look at the lights in the standing compass, and I was trimming them so that they would burn properly. When I heard the report, I looked, but could not see anything, and I left that and came and was just entering on the bridge just as the shock came. I knew we had touched something.

Senator BURTON. Just describe what that shock was.

Mr. OLLIVER. I found out we had struck an iceberg.

Senator BURTON. Did you see that iceberg?

Mr. OLLIVER. Yes; I did, sir.

Senator BURTON. Describe it.

Mr. OLLIVER. The iceberg was about the height of the boat deck; if anything, just a little higher. It was almost alongside of the boat, sir. The top did not touch the side of the boat, but it was almost alongside of the boat.

Senator BURTON. What kind of a sound was there?

Mr. OLLIVER. The sound was like she touched something; a long, grinding sound, like.

Senator BURTON. How long did that sound last?

Mr. OLLIVER. It did not last many seconds.

Senator BURTON. How far aft did the grinding sound go?

Mr. OLLIVER. The grinding sound was before I saw the iceberg. The grinding sound was not when I saw the iceberg.

Senator BURTON. Where was the iceberg when you saw it, abeam or abaft?

Mr. OLLIVER. Just abaft the bridge when I saw it.

Senator BURTON. What was the length of it along beside the boat?

Mr. OLLIVER. That I could not say, the length of the iceberg, because I only saw the top. It was impossible to see the length of the iceberg from where I was standing.

Senator BURTON. What was the shape at the top?

Mr. OLLIVER. The shape was pointed.

Senator BURTON. You could not tell how wide it was?

Mr. OLLIVER. I only saw the tip top of the iceberg.

Senator BURTON. Did you notice the course of the berg as it passed you?

Mr. OLLIVER. No, sir; I did not notice the course of the berg as it passed us. It went aft the after part of the ship. I did not see it afterwards, because I did not have time to know where it was going.

Senator BURTON. Do you know whether the wheel was hard aport then?

Mr. OLLIVER. What I know about the wheel—I was stand-by to run messages, but what I knew about the helm is, hard aport.

Senator BURTON. Do you mean hard aport or hard astarboard?

Mr. OLLIVER. I know the orders I heard when I was on the bridge was after we had struck the iceberg. I heard hard aport, and there was the man at the wheel and the officer. The officer was seeing it was carried out right.

Senator BURTON. What officer was it?

Mr. OLLIVER. Mr. Moody, the sixth officer, was stationed in the wheelhouse.

Senator BURTON. Who was the man at the wheel?

Mr. OLLIVER. Hichens, quartermaster.

Senator BURTON. You do not know whether the helm was put hard astarboard first, or not?

Mr. OLLIVER. No, sir; I do not know that.

Senator BURTON. But you know it was put hard aport after you got there?

Mr. OLLIVER. After I got there; yes, sir.

Senator BURTON. Where was the iceberg, do you think, when the helm was shifted?

Mr. OLLIVER. The iceberg was away up stern.

Senator BURTON. That is when the order “hard aport” was given?

Mr. OLLIVER. That is when the order “hard aport” was given; yes, sir.

Senator BURTON. Who gave the order?

Mr. OLLIVER. The first officer.

Senator BURTON. And that order was immediately executed, was it?

Mr. OLLIVER. Immediately executed, and the sixth officer saw that it was carried out.

Senator BURTON. How long did this sound continue; can you tell that?

Mr. OLLIVER. I can not say exactly, but I should say it was not many seconds.

Senator BURTON. Could you tell how far aft the sound continued?

Mr. OLLIVER. I could not say how far aft, sir, because I do not know where it started and where it finished. I do not know.

Senator BURTON. You could not tell about that?

Mr. OLLIVER. No, sir.

Senator BURTON. Was it 100 feet? Did it rub against the boat behind where you were?

Mr. OLLIVER. Not behind where I was. It did not, to my knowledge, rub behind where I was; it was before.

Senator BURTON. You can not tell, then, for how many feet it rubbed against the boat?

Mr. OLLIVER. No, sir.

Senator BURTON. But you think it got away from the boat before the place where you were?

Mr. OLLIVER. Yes, sir.

Senator BURTON. Did you see the iceberg?

Mr. OLLIVER. I tell you, sir, I saw the tip top of it.

Senator BURTON. What color was it?

Mr. OLLIVER. It was not white, as I expected to see an iceberg. It was a kind of a dark-blue hue. It was not white.

Senator BURTON. Did you see a light?

Mr. OLLIVER. On any other ship but the *Titanic*?

Senator BURTON. Yes.

Mr. OLLIVER. I saw lights in the boats, being displayed by the boats.

Senator BURTON. I mean of another boat?

Mr. OLLIVER. I saw what I thought was a light; but then I could not say whether it was a proper light or whether it was a star.

Senator BURTON. Did you see this before the ship struck?

Mr. OLLIVER. No, sir; after we were in the boats.

Senator BURTON. You did not see it when you were on board the *Titanic*?

Mr. OLLIVER. No; I did not.

Senator BURTON. In what boat did you go down to the water?

Mr. OLLIVER. No. 5 boat. That was on the starboard side.

Senator BURTON. In the order in which they were lowered, which was yours?

Mr. OLLIVER. It was the third on that side.

Senator BURTON. Who had charge of that boat?

Mr. OLLIVER. Mr. Pitman, sir.

Senator BURTON. How many of the crew were there with him?

Mr. OLLIVER. There was the officer, Mr. Pitman, myself, sailor, and two firemen and two stewards.

Senator BURTON. Six in all?

Mr. OLLIVER. Six in all.

Senator BURTON. How many passengers were there in the boat?

Mr. OLLIVER. When we lowered the boat there was, I should say—I do not know the exact number, but I should say—about 40 before we lowered the boat.

Senator BURTON. Did you have any trouble in lowering the boat?

Mr. OLLIVER. There were so many people that when I got in the boat I went to put the plug in, and there were so many people around me I could not get near the plug to put the plug in. As he was lowering the boat I implored the passengers to move so that I could put the plug in, so that as soon as they put the boat in the water I let the tripper go and water came into the boat; but I then forced my way to the plug and put it in. If it was not for that the boat would have been swamped.

Senator BURTON. What position did you have in the boat after you got into the water?

Mr. OLLIVER. I was rowing, sir, after I let go the tripper.

Senator BURTON. Was there any rush when you got into the boat?

Mr. OLLIVER. No, sir; there was not. I helped to put the passengers in myself.

Senator BURTON. Were most of the passengers up on the top deck at that time?

Mr. OLLIVER. At the time, sir, there were some in the other boats.

Senator BURTON. Was it crowded around there?

Mr. OLLIVER. No; not so overcrowded.

Senator BURTON. Were there firemen and stokers up there?

Mr. OLLIVER. Yes, sir; some, I think.

Senator BURTON. Did you notice any passengers on the lower decks as you went by?

Mr. OLLIVER. No, sir; I was busy looking after the safety of the boat.

Senator BURTON. Would you have seen them if they were there?

Mr. OLLIVER. No, sir; not for what I was doing, because I did not look toward the ship.

Senator BURTON. Were your passengers all women and children?

Mr. OLLIVER. There were also a few men.

Senator BURTON. How many do you think, about?

Mr. OLLIVER. I should say there were about six or eight men.

Senator BURTON. What was the order in which your boat was unloaded on the *Carpathia*? Was it the first, second, or third—what was it?

Mr. OLLIVER. It was the fourth or fifth, I think.

Senator BURTON. Did you get along comfortably in the water?

Mr. OLLIVER. Yes, sir. It was cold, but we got along comfortably in the water, sir.

Senator BURTON. Did you hear Pitman give an order to go back to the ship?

Mr. OLLIVER. Yes, sir.

Senator BURTON. What happened?

Mr. OLLIVER. The women passengers implored him not to go, because they reckoned it was not safe.

Senator BURTON. How far were you away from the ship then?

Mr. OLLIVER. I should say about 300 yards.

Senator BURTON. Did Pitman then countermand the order?

Mr. OLLIVER. Yes, sir; he did not go.

Senator BURTON. Did only a few of the passengers on board object to his going back, or did they all object?

Mr. OLLIVER. They very nearly all objected.

Senator BURTON. Did any ask him to go back?

Mr. OLLIVER. No, sir; not as I know of.

Senator BURTON. Would it have been safe to go back?

Mr. OLLIVER. To my idea, sir, no.

Senator BURTON. Why not?

Mr. OLLIVER. I reckon it would have been endangering the lives of the people we had in the boat already.

Senator BURTON. In what way; by being sucked down, or by persons trying to climb on?

Mr. OLLIVER. Both, sir.

Senator BURTON. Which would have been the more serious of the two?

Mr. OLLIVER. The suction, as I thought, sir.

Senator BURTON. After the ship was sunk, there could have been no suction, could there?

Mr. OLLIVER. There could have been none, no; but this was before.

Senator BURTON. After she had sunk?

Mr. OLLIVER. We had orders to pull back toward the ship before she sank.

Senator BURTON. Did you have any orders to pull back after she sank?

Mr. OLLIVER. No, sir; we did not; we were farther away.

Senator BURTON. Were there cries and moaning from the place where the boat had sunk?

Mr. OLLIVER. Yes. It lasted about 10 minutes.

Senator BURTON. Did it not last longer than that?

Mr. OLLIVER. No; not to my idea.

Senator BURTON. Then, you were only about 300 yards away?

Mr. OLLIVER. When the cries were heard we were farther, but when the ship sank we were about 300 yards away.

Senator BURTON. About how far away were you then?

Mr. OLLIVER. I should say about 500 yards then.

Senator BURTON. So far as danger of capsizing is concerned, after the boat had sunk you could have gone back, could you not?

Mr. OLLIVER. Yes, sir; we could have gone back.

Senator BURTON. Were you afraid that the boat would be capsized by persons trying to climb in?

Mr. OLLIVER. No, sir; I was not afraid.

Senator BURTON. Who was afraid?

Mr. OLLIVER. The passengers; the women, especially.

Senator BURTON. Did they voice their fear?

Mr. OLLIVER. Yes, sir.

Senator BURTON. Did you see the boat sink?

Mr. OLLIVER. I can not say that I saw it right plain; but to my imagination I did, because the lights went out before she went down.

Senator BURTON. How did she sink?

Mr. OLLIVER. She was well down at the head at first, when we got away from her at first, and to my idea she broke forward, and the afterpart righted itself and made another plunge and went right



down. I fancied I saw her black form. It was dark, and I fancied I saw her black form going that way.

Senator BURTON. Did she careen over, tip over sideways, or did she go ahead?

Mr. OLLIVER. She went ahead, like that [indicating].

Senator BURTON. Did you hear explosions?

Mr. OLLIVER. I heard several little explosions, but it was not such explosions as I expected to hear.

Senator BURTON. Were these before or after she sank?

Mr. OLLIVER. Before she sank and while she was sinking.

Senator BURTON. What did you think those explosions were?

Mr. OLLIVER. Myself, I thought they were like bulkheads giving in.

Senator BURTON. Do you know whether the water-tight doors were closed or not?

Mr. OLLIVER. The first officer closed the water-tight doors, sir.

Senator BURTON. When?

Mr. OLLIVER. On the bridge, just after she struck; and reported to the captain that they were closed. I heard that myself.

Senator BURTON. How did you know they were closed?

Mr. OLLIVER. Because Mr. Murdock reported, and as I entered the bridge I saw him about the lever.

Senator BURTON. Did he have any way of telling whether they were closed or not?

Mr. OLLIVER. There is a lever on the bridge to close the water-tight doors, and he turned the lever over and closed them.

Senator BURTON. Was there an instrument there to show the doors as they closed? Did you ever see one of those instruments?

Mr. OLLIVER. No; I never saw one.

Senator BURTON. With little lights that burn up as each door closes, and then go out?

Mr. OLLIVER. No, sir.

Senator BURTON. There was no instrument like that on the *Titanic*?

Mr. OLLIVER. I did not see that.

Senator BURTON. Would you have seen it if it had been there?

Mr. OLLIVER. No doubt I would, sir.

Senator BURTON. Was there any steam coming out of anywhere except the exhaust pipe?

Mr. OLLIVER. I did not see any.

Senator BURTON. Did you hear anybody say that they saw steam coming out?

Mr. OLLIVER. No, sir.

Senator BURTON. Were there any alarms or signals given to arouse the passengers on the ship?

Mr. OLLIVER. I was not down below, sir; I could not say.

Senator BURTON. Could you have heard them from where you were on the bridge?

Mr. OLLIVER. No, sir.

Senator BURTON. Were the engines reversed; was she backed?

Mr. OLLIVER. Not whilst I was on the bridge; but whilst on the bridge she went ahead, after she struck; she went half speed ahead.

Senator BURTON. The engines went half speed ahead, or the ship?

Mr. OLLIVER. Half speed ahead, after she hit the ice.

Senator BURTON. Who gave the order?



Mr. OLLIVER. The captain telegraphed half speed ahead.

Senator BURTON. Had the engines been backing before he did that?

Mr. OLLIVER. That I could not say, sir.

Senator BURTON. Did she have much way on?

Mr. OLLIVER. When?

Senator BURTON. When he put the engines half speed ahead?

Mr. OLLIVER. No, sir. I reckon the ship was almost stopped.

Senator BURTON. He must have backed the engines, then.

Mr. OLLIVER. He must have done so, unless it was hitting the iceberg stopped the way of the ship.

Senator BURTON. You did not hit it squarely, did you?

Mr. OLLIVER. No, sir; a glancing blow.

Senator BURTON. If there had been more lifeboats, would there have been any difficulty in getting them out?

Mr. OLLIVER. No more difficult than what the others were, if they had been the same boats and placed the same way.

Senator BURTON. Suppose they had been stowed just inboard of the present boats, like the collapsible boats?

Mr. OLLIVER. The collapsible boats are more trouble, the way they are placed, to get out, than what the others were in their places.

Senator BURTON. In your opinion as a sailor man, which would be the more valuable, lifeboats stowed inboard—two rows of lifeboats—or collapsible boats stowed inboard?

Mr. OLLIVER. I reckon the lifeboats, sir, would be the easiest.

Senator BURTON. There would have been room for three right there side by side, would there not?

Mr. OLLIVER. The way the collapsible boats were, there was not room for three.

Senator BURTON. There was room for two, was there not?

Mr. OLLIVER. Yes, sir.

Senator BURTON. Did the boat gear work all right?

Mr. OLLIVER. The boat gear worked all right in the boat I went down in.

Senator BURTON. How many passengers do you think could have been safely lowered in that boat?

Mr. OLLIVER. I reckon there was enough in that boat for safety. If there had been more it would have been dangerous.

Senator BURTON. In what way?

Mr. OLLIVER. Too many, sir.

Senator BURTON. Danger that the boat would break in two?

Mr. OLLIVER. Break, sir; and also the rope.

Senator BURTON. Could the boat have held more after she struck the water?

Mr. OLLIVER. After she struck the water; yes.

Senator BURTON. Was there any way of getting more passengers into the boat after she struck the water?

Mr. OLLIVER. No, sir; I did not see any way to get passengers in then; and we were told to stand off.

Senator BURTON. Do you know whether there was any provision in the ship for getting passengers into the boats in this way after the boats were in the water?

Mr. OLLIVER. I did not see any.

Senator BURTON. Were there any small rowboats?

Mr. OLLIVER. No, sir.

Senator BURTON. Were you told to go toward this light?

Mr. OLLIVER. No, sir; we were not told to go toward this light.

Senator BURTON. What officer directed the taking off of your boat?

Mr. OLLIVER. The first officer, Murdock.

Senator BURTON. Was there any stowaway in your boat?

Mr. OLLIVER. I did not see any.

Senator BURTON. How high up was the water on the ship when your boat was lowered?

Mr. OLLIVER. When we were alongside, I could not see, because I was busy in the bottom of the boat, and I could not see what was about, because I was pretty near suffocated myself doing what I was doing. When we got away from the ship I should say 25 or 30 yards, I should say the water was about, I should say there [indicating]. She had sunk between 15 and 20 feet right at the bows.

Senator BURTON. Did you notice whether her propellers were out of water or not?

Mr. OLLIVER. I noticed she was up by the stern, but I did not notice the propellers.

Senator BURTON. But you did notice she was up by the stern?

Mr. OLLIVER. Up by the stern; yes sir.

Senator BURTON. Did you see the captain ring to the engines to stop?

Mr. OLLIVER. To stop.

Senator BURTON. How long did he go ahead half speed?

Mr. OLLIVER. Not very long, sir.

Senator BURTON. One minute, two minutes, five minutes?

Mr. OLLIVER. I could not say the number of minutes, because I had messages in the meantime.

Senator BURTON. But you know he went ahead half speed?

Mr. OLLIVER. Yes, sir; I know he went ahead half speed.

Senator BURTON. Then he stopped?

Mr. OLLIVER. I could not say whether he stopped. The ship was stopped when we took to the boats.

Senator BURTON. You saw the captain?

Mr. OLLIVER. I saw the captain.

Senator BURTON. Where was he and what was he doing?

Mr. OLLIVER. On the bridge. When he first came on the bridge he asked the first officer what was the matter, and Mr. Murdock reported, sir, that we had struck an iceberg, and the captain ordered him to have the water-tight doors closed, and Mr. Murdock reported that the water-tight doors were closed.

Senator BURTON. Did you hear him give any other orders?

Mr. OLLIVER. The captain gave me orders to tell the carpenter to go and take the draft of the water.

Senator BURTON. Where did you find the carpenter?

Mr. OLLIVER. Down below, already doing it.

Senator BURTON. Where, down below?

Mr. OLLIVER. In the working alleyway.

Senator BURTON. Forward?

Mr. OLLIVER. It is like forward; it is a forward part of the ship—not right forward.

Senator BURTON. Did you see any water down there?

Mr. OLLIVER. No, I did not, sir.

Senator BURTON. What deck was that on, E deck or F deck?

Mr. OLLIVER. It was in a place we called the working alleyway.

Senator BURTON. Is not that right along here—the working alleyway [indicating on chart]?

Mr. OLLIVER. It is on E deck.

Senator BURTON. Did you see any damage there?

Mr. OLLIVER. No, I did not, sir.

Senator BURTON. Nothing displaced?

Mr. OLLIVER. No. It was about in line here that I saw the carpenter. He was taking the draft.

Senator BURTON. What did he say about the draft?

Mr. OLLIVER. He says, “All right; I am doing it.”

Senator BURTON. Did he say he had found any water?

Mr. OLLIVER. He did not tell me.

Senator BURTON. Did you hear him report anything to the captain?

Mr. OLLIVER. No, sir; I did not wait for an answer. As soon as I got on the bridge, I had another message.

Senator BURTON. What was the other message?

Mr. OLLIVER. A message to take to the chief engineer.

Senator BURTON. What message did you take to the chief engineer?

Mr. OLLIVER. I can not say the message. It was on a piece of paper and the paper was closed.

Senator BURTON. Where did you find the chief engineer?

Mr. OLLIVER. Down in the engine-room.

Senator BURTON. What was he doing?

Mr. OLLIVER. He was at work down there.

Senator BURTON. Were the engines running?

Mr. OLLIVER. The engines were not running. They were stopped.

Senator BURTON. Did he say anything about any water coming in down there?

Mr. OLLIVER. I delivered the message, and I waited for an answer. I waited for two or three minutes. Then he saw me standing, and he asked me what I wanted. I said I was waiting for an answer to the message I took him. He told me to take back—to tell the captain that he would get it done as soon as possible.

Senator BURTON. Do you know what it was?

Mr. OLLIVER. I do not, sir. The message was on the paper, and I did not see it.

Senator BURTON. Did you hear any of the engineer officers down there say anything about damage below?

Mr. OLLIVER. No, sir.

Senator BURTON. Did you see any stokers come out of the stoke room?

Mr. OLLIVER. They were coming out of the stoke rooms along the alleyway.

Senator BURTON. Were any of the men coming out of the engine room?

Mr. OLLIVER. I did not see any coming out of the engine room.

Senator BURTON. Did the men seem to be excited, as if they feared the ship would sink?

Mr. OLLIVER. No, sir.

Senator BURTON. The chief engineer did not say anything more to you?

Mr. OLLIVER. No, sir.

Senator BURTON. Did you hear any of them talking between themselves down there?

Mr. OLLIVER. No, sir; I did not, because I was standing apart from them. It is not our place to go and stand to hear what officers are talking about.

Senator BURTON. I understand; but I thought you might have heard?

Mr. OLLIVER. No, sir.

Senator BURTON. Were they talking among themselves?

Mr. OLLIVER. They were talking as regards the work, I expect; but I did not take notice what they were saying.

Senator BURTON. The lights were all going?

Mr. OLLIVER. Yes, sir; the lights were going in the engine room, but I believe they opened the water-tight door leading to the stokehole, and it looked very black inside there.

Senator BURTON. Who opened it?

Mr. OLLIVER. I expect the engineers done it.

Senator BURTON. Which stokehole?

Mr. OLLIVER. I can not say the number of the stokehole, but it is the stokehole next to the engine room.

Senator BURTON. Did you see them when they opened it?

Mr. OLLIVER. No, sir; I did not see them when they opened it, but it was open.

Senator BURTON. Was the door to the stokehole open while you were there in the engine room?

Mr. OLLIVER. Yes. There was a man went through whilst I was down.

Senator BURTON. Went through down into the stokehole?

Mr. OLLIVER. He went through the door that was open.

Senator BURTON. Was that door shut when you first got down there?

Mr. OLLIVER. No, sir; it was open.

Senator BURTON. And it looked black in the stokehole?

Mr. OLLIVER. In the stokehole; yes, sir.

Senator BURTON. Did you see any men coming out of there?

Mr. OLLIVER. I did not see any men coming out of there; no, sir.

Senator BURTON. You saw a man go in there?

Mr. OLLIVER. An engineer went in.

Senator BURTON. You do not know what he went in for?

Mr. OLLIVER. No, sir.

Senator BURTON. The electric lights were going in the engine room?

Mr. OLLIVER. Yes, sir.

Senator BURTON. You do not think they were going in that stokehole?

Mr. OLLIVER. No, sir.

Senator BURTON. What other messages did you carry?

Mr. OLLIVER. As soon as I came on the bridge I delivered back the message I was told to deliver to the captain.

Senator BURTON. What message was it?

Mr. OLLIVER. That he would get it done as soon as possible, the chief engineer told me; that he would get it done as soon as possible, and to return that to the captain. As soon as I delivered that message the chief officer sent me to the boatswain of the ship and told me to tell the boatswain to get the oar lines and to uncover the boats and

get them ready for lowering, and I done so, and came back on the bridge. No sooner did I get on the bridge than the sixth officer told me to go and get the boat's list, so that he could muster the men at the boats. I went and got the sailors' boat list and took it to him. Then somebody told me to muster the boats.

Senator BURTON. That boat list has the names showing where each man is stationed at the boats?

Mr. OLLIVER. Where each man is stationed at the boats.

Senator BURTON. Did you muster the men at the boats?

Mr. OLLIVER. I did not muster the men at the boats. I gave this to Mr. Moody, the sixth officer.

Senator BURTON. Did he muster the men at the boats?

Mr. OLLIVER. That I can not say; I did not see him; but I gave him the list.

Senator BURTON. Then what did you do?

Mr. OLLIVER. Then I went to my boat to muster them.

Senator BURTON. Then you left the ship in the boat at which you were stationed on the boat list?

Mr. OLLIVER. Stationed at on the boat list.

Senator BURTON. And you did not run any more messages?

Mr. OLLIVER. I did not run any more messages.

Senator BURTON. Were any of the men in the dynamo room saved, do you know?

Mr. OLLIVER. I do not know.

Senator BURTON. None of the engineers were saved?

Mr. OLLIVER. It is hard to recognize everybody.

Senator BURTON. You do not know?

Mr. OLLIVER. No, sir.

Senator BURTON. What time did your boat get to the water?

Mr. OLLIVER. I do not know the exact time. I can not say the exact time.

Senator BURTON. About when was it, do you think?

Mr. OLLIVER. I should say it was near on 1 o'clock.

Senator BURTON. You did not hear any orders given when you were down in the engine room about starting any pumps, did you?

Mr. OLLIVER. No, sir.

Senator BURTON. Do you know whether any pumps were started?

Mr. OLLIVER. No, sir; because I do not know anything about down in the engine room.

Senator BURTON. Did you hear any hissing of steam or any noise in that stokehole to which the door was open?

Mr. OLLIVER. I did not.

Senator BURTON. Did you see the captain write out this order to the chief engineer?

Mr. OLLIVER. I did not, sir.

Senator BURTON. He had it written out when he gave it to you?

Mr. OLLIVER. He had it written out when he gave it to me.

Senator BURTON. In what form was it? It was not inside of an envelope, was it?

Mr. OLLIVER. No, sir; it was not. It was bent at the corner, and he told me to take that to the engineer.

Senator BURTON. It was folded and bent at the corner?

Mr. OLLIVER. Yes, sir; and bent at the corner.

Senator BURTON. Was it a form of order that is used?

Mr. OLLIVER. I think so, sir. I think it was a form of order. I had taken messages like that before, and they were the same orders.

Senator BURTON. Were you sent to the chief engineer after the carpenter had reported to the captain?

Mr. OLLIVER. I do not know. I do not know when the carpenter reported to the captain.

Senator BURTON. You were sent after you had been down to see the carpenter?

Mr. OLLIVER. After I had been down to see the carpenter.

Senator BURTON. How long after that?

Mr. OLLIVER. As soon as I got back on the bridge.

Senator BURTON. Did you hear the pumps operating at all?

Mr. OLLIVER. No, sir; I did not.

Senator BURTON. Had you ever been down there before to take messages?

Mr. OLLIVER. Yes, sir.

Senator BURTON. Had you ever been in this stokehold before?

Mr. OLLIVER. Yes, sir.

Senator BURTON. Was there a light there then?

Mr. OLLIVER. A faint light, sir.

Senator BURTON. But there was no faint light there at this time?

Mr. OLLIVER. No, sir; it was black.

A. OLLIVER.

Subscribed and sworn to before me this 30th day of April, A. D. 1912.

[SEAL.]

E. L. CORNELIUS, *Notary*.

### TESTIMONY OF MR. FRANK OSMAN.

[Testimony taken separately before Senator Burton on behalf of the subcommittee.]

Senator BURTON. How old are you?

Mr. OSMAN. Thirty-eight, sir.

Senator BURTON. You are a seaman?

Mr. OSMAN. Yes, sir.

Senator BURTON. What is your duty—able seaman or deckhand, and for how long?

Mr. OSMAN. Since I was 14½.

Senator BURTON. Navy and merchant marine both?

Mr. OSMAN. Both navy and merchant service.

Senator BURTON. Which first?

Mr. OSMAN. Navy.

Senator BURTON. How long?

Mr. OSMAN. Eleven years and three months.

Senator BURTON. Since then you have been with the White Star?

Mr. OSMAN. Yes, sir.

Senator BURTON. On what boats have you been besides this one?

Mr. OSMAN. The *Oceanic* was the only one besides this one.

Senator BURTON. Where were you when the collision occurred?

Mr. OSMAN. Outside the seamen's dining room.

Senator BURTON. Tell what happened.

Mr. OSMAN. I was waiting for one bell, which they strike, one bell just before the quarter of the hour, before the four hours, when you get a call to relieve; and I heard three bells strike, and I thought there



was a ship ahead. Just after that I heard the collision, and I went out in the foresquare, that is, the forewell deck, just against the seamen's mess room. Looking in the forewell square I saw ice was there. I went down below and stepped down there, and seen the ship was getting a bit of a list. Then they passed the order that all the seamen had to go up and clear away all the boats. All of us went up and cleared away the boats. After that we loaded all the boats there were, and I went away in No. 2 boat, the fourth from the last to leave the ship.

Senator BURTON. Was your's lowered first, second, or third?

Mr. OSMAN. Fourth from the last, about the sixteenth boat to lower.

Senator BURTON. Who had command of that boat?

Mr. OSMAN. The fourth officer, Mr. Boxhall.

Senator BURTON. Did he direct the loading of the boat?

Mr. OSMAN. No, sir; the chief officer, Mr. Murdock.

Senator BURTON. How many were in that boat? First the seamen and then the passengers.

Mr. OSMAN. There was one able seaman, sir, a cook, and a steward, and an officer. That was all the men there was in the boat out of the crew. There was one man, a third-class passenger, and the remainder were women and children.

Senator BURTON. You were the able seaman?

Mr. OSMAN. Yes, sir.

Senator BURTON. How many women were in the boat?

Mr. OSMAN. I could not say exactly how many there were, but there were between 25 and 30, all told.

Senator BURTON. Including the seamen?

Mr. OSMAN. Including the crew. This was one of the emergency boats.

Senator BURTON. Did you have any trouble in lowering the boat?

Mr. OSMAN. No, sir; the boat went down very easy, very steady indeed.

Senator BURTON. Was it full?

Mr. OSMAN. Yes, sir; full right up.

Senator BURTON. Did you get along comfortably or was there suffering?

Mr. OSMAN. There was only one lady there, a first-class passenger—I did not know her name—who was worrying. That was the only thing that was said.

Senator BURTON. In what order were you taken onto the *Carpathia*?

Mr. OSMAN. I was the first boat back, sir. After I got in the boat the officer found a bunch of rockets, which was put in the boat by mistake for a box of biscuits. Having them in the boat, the officer fired some off, and the *Carpathia* came to us first and picked us up a half an hour before anybody else.

Senator BURTON. Did you steer for a light?

Mr. OSMAN. No, sir; we saw a light; but the other boats were making for it, and the officer was not sure whether it was a light or whether it was not, and as he had the rockets they could repeat the signals.

Senator BURTON. Did you see that light?

Mr. OSMAN. Yes, sir.

Senator BURTON. What did you think it was?

Mr. OSMAN. I thought it was a sailing vessel from the banks.

Senator BURTON. When did you last have a sight of that light?



Mr. OSMAN. About an hour afterwards.

Senator BURTON. What do you think about it? Did it sail away?

Mr. OSMAN. Yes, sir; she sailed right away.

Senator BURTON. You are sure you saw that light?

Mr. OSMAN. Yes, sir; quite sure, sir.

Senator BURTON. What was it, a stern light?

Mr. OSMAN. No, sir; a masthead light.

Senator BURTON. Does a sailing ship have a white light on her masthead?

Mr. OSMAN. Yes, sir.

Senator BURTON. You are sure that light was not a star?

Mr. OSMAN. I am sure it was not a star.

Senator BURTON. Just what happened when you were on the boat? Did you see this iceberg?

Mr. OSMAN. Not until the morning.

Senator BURTON. Are you sure it was the one?

Mr. OSMAN. Yes, sir; you could see it was the one, sir.

Senator BURTON. How high was it?

Mr. OSMAN. At a rough estimate it was 100 feet out of the water.

Senator BURTON. What shape was it?

Mr. OSMAN. It was round, and then had one big point sticking up on one side of it.

Senator BURTON. What was its color?

Mr. OSMAN. It was apparently dark, like dirty ice.

Senator BURTON. How far away from it were you when you saw it?

Mr. OSMAN. About 100 yards.

Senator BURTON. How did you know that was the one you struck?

Mr. OSMAN. We could see it was the biggest berg there, and the other ones would not have done so much damage, I think.

Senator BURTON. Was there any mark on the side, as if it had collided with something?

Mr. OSMAN. It looked as if there was a piece broken off after she struck, and the ice fell on board. I went and picked up a piece of ice and took it down below in my sleeping room.

Senator BURTON. There was some little time that you were down below, was there not?

Mr. OSMAN. Yes sir; a matter of 10 minutes.

Senator BURTON. Not more than 10 minutes?

Mr. OSMAN. Not more than 10 minutes..

Senator BURTON. I do not see, quite, how you account for all the time after the collision before you took to the boat.

Mr. OSMAN. It is only just like walking out of the door.

Senator BURTON. About what time was this boat lowered in which you went away?

Mr. OSMAN. I could not say exactly the time.

Senator BURTON. About how long after the collision?

Mr. OSMAN. About an hour, I suppose—an hour and a half.

Senator BURTON. You say the boat listed. Did it list to the port or the starboard?

Mr. OSMAN. To the starboard.

Senator BURTON. How much?

Mr. OSMAN. A matter of about that angle [indicating]. A gradual list, it was; four or five degrees.

Senator BURTON. Did you take any part in loading any of the other boats?

Mr. OSMAN. Yes; I helped load four of the boats on the star-board side.

Senator BURTON. Was there any panic?

Mr. OSMAN. No; there was no panic at all. I was helping women and children in the boat and the crew was lowering boats.

Senator BURTON. Was there any panic?

Mr. OSMAN. I never seen no panic there.

Senator BURTON. When you were down on that lower deck, did you see persons moving about there?

Mr. OSMAN. No; there was nobody there at all, because Mr. Murdock was singing out, “Is there any more women and children here to put in my boat?”

Senator BURTON. I mean, before you went up to man the boat, were there any people moving about where you were, down on the lower deck?

Mr. OSMAN. Oh, no, sir; there was nobody there.

Senator BURTON. Where are the seamen’s quarters?

Mr. OSMAN. Up here, underneath the forecastle head.

Senator BURTON. They are on the upper deck, underneath the forecastle head?

Mr. OSMAN. That is it, sir.

Senator BURTON. How many seamen were there?

Mr. OSMAN. Forty-four, altogether.

Senator BURTON. You did not have all the boat’s crew there, then; there are more than 44 in the crew, are there not? You mean by that able seamen, do you not?

Mr. OSMAN. Yes, sir.

Senator BURTON. You do not mean quartermasters, and such as that?

Mr. OSMAN. No; I do not count quartermasters with the seamen.

Senator BURTON. Do you count lookout men with the able seamen?

Mr. OSMAN. Yes. They all live in the same place. But the quartermaster is in a different place, on the other side.

Senator BURTON. You do not mean that those were all of the crew, even excluding the quartermasters, do you?

Mr. OSMAN. That is all there is in the crew, sir.

Senator BURTON. Just count those again?

Mr. OSMAN. There was 25 altogether in both watches, 13 in one watch and 12 in the other; then there was 2 deckmen, the cook of the forecastle, 2 window cleaners, 6 lookout men, and 2 masters-at-arms counted with the seamen.

Senator BURTON. You are just counting the men in your mess?

Mr. OSMAN. Yes, sir.

Senator BURTON. How many quartermasters?

Mr. OSMAN. Six quartermasters. One boatswain, boatswain’s mate, carpenter, and joiner.

Senator BURTON. How far were you away from the boat when she sank?

Mr. OSMAN. Sixty to 100 yards.

Senator BURTON. Was there much suction?

Mr. OSMAN. There was no suction whatever. When we were in the boat we shoved off from the ship, and I said to the officer, “See if

you can get alongside to see if you can get any more hands, to see if you can squeeze any more hands in.” So the women then started to getting nervous after I said that, and the officer said “All right.” The women disagreed to that. We pulled around to the starboard side of the ship and found we could not get to the starboard side because it was listing too far. We pulled astern that way again, and after we got astern we lay on our oars and saw the ship go down. After she got to a certain angle she exploded, broke in halves, and it seemed to me as if all the engines and everything that was in the after part slid out into the forward part, and the after part came up right again, and as soon as it came up right down it went again.

Senator BURTON. What do you think those explosions were?

Mr. OSMAN. The boilers bursting.

Senator BURTON. What makes you think that?

Mr. OSMAN. The cold water coming under the red-hot boilers caused the explosions.

Senator BURTON. You reasoned that out?

Mr. OSMAN. Yes; but you could see the explosions by the smoke coming right up the funnels.

Senator BURTON. Did you see any steam and smoke coming?

Mr. OSMAN. Yes.

Senator BURTON. Did you see any sparks?

Mr. OSMAN. It was all black; looked like as if it was lumps of coal, and all that.

Senator BURTON. Coming up through the funnels?

Mr. OSMAN. Through the funnels.

Senator BURTON. That is, there was a great amount of black smoke coming up through the funnels just after this explosion?

Mr. OSMAN. Just after the explosion.

Senator BURTON. And there were lumps of coal, etc., coming up?

Mr. OSMAN. Yes; pretty big lumps. I do not know what it was.

Senator BURTON. Did any water come up?

Mr. OSMAN. I never seen no water; only the steam and very black smoke.

Senator BURTON. Why did you not go back to the place where the boat had sunk after she had gone down?

Mr. OSMAN. The women were all nervous and we pulled around as far as we could get to her, so that the women would not see, and it would not cause a panic, and we got as close as we would dare to by the women. We could not have taken any more hands into the boat; it was impossible. We might have got one in. That is about all. The steerage passengers were all down below, and after she got a certain distance it seemed to me all the passengers climbed up her.

Senator BURTON. Steerage passengers, too?

Mr. OSMAN. All the passengers there were.

Senator BURTON. That were left on board?

Mr. OSMAN. Yes.

Senator BURTON. Did you see any of them climb up there?

Mr. OSMAN. It looked blacker. She was white around there [indicating]; and it looked like a big crowd of people.

Senator BURTON. Then you think the passengers, first, second, and third class, went up on the top deck?

Mr. OSMAN. On the top deck; yes.

Senator BURTON. Do you think there were any passengers down in here when she went down [indicating on diagram]?

Mr. OSMAN. I do not think so. I could not say as to that.

Senator BURTON. Was there any panic amongst these steerage passengers when they started manning the boats?

Mr. OSMAN. No. I saw several people come up from there, and go straight up on the boat deck. That is one thing I saw; and the men stood back while the women and children got in the boat.

Senator BURTON. Steerage passengers, as well as others?

Mr. OSMAN. One steerage passenger, a man, and his wife and two children, were in my boat; all belonged to the one family.

Senator BURTON. You took the man?

Mr. OSMAN. Yes; that was the only man passenger we had in the boat.

Senator BURTON. What do you think? Do you think they believed the ship would float?

Mr. OSMAN. I thought so, myself. I thought it was going down a certain depth, and would float after that.

Senator BURTON. Did you hear any conversation around among the passengers as to whether she would sink or not?

Mr. OSMAN. No; I never heard anything amongst the passengers as to whether she would sink. The only thing I heard was one passenger was saying he was going in the boat, and stand by the ship.

Senator BURTON. You heard one passenger say that?

Mr. OSMAN. Yes.

Senator BURTON. Would you rather have gotten into the boat, or stayed on the ship?

Mr. OSMAN. I was put into the boat.

Senator BURTON. Which would you rather have done?

Mr. OSMAN. You see it was rather dangerous to stop aboard.

Senator BURTON. The *Titanic* was dangerous?

Mr. OSMAN. Yes.

Senator BURTON. So in your judgment it was safer to have gone in the boat than to have stayed on the *Titanic*?

Mr. OSMAN. Oh, yes, sir.

Senator BURTON. That was when you left?

Mr. OSMAN. Yes, sir.

Senator BURTON. What did you think when the first boat was launched?

Mr. OSMAN. I did not think she was going down then.

Senator BURTON. Did you carry any messages for any of the officers around the ship?

Mr. OSMAN. No, sir. All the seamen were taking the covers off and getting the falls run out. They stow all the falls on the inside of the boats.

Senator BURTON. Did the boat gear run off all right?

Mr. OSMAN. The gear worked all right in my boat.

Senator BURTON. How many boats did you help load?

Mr. OSMAN. Three on the starboard side, one on the port, and then I got in my own boat.

Senator BURTON. Did the gear run all right in all cases?

Mr. OSMAN. Yes, sir.

Senator BURTON. Was the gear all in the boat that should have been; in your boat?

Mr. OSMAN. In my boat, so far as I know. I do not know whether they were supplied with biscuits in my boat. I do not think they do that for an emergency boat.

Senator BURTON. Were there biscuits in your boat?

Mr. OSMAN. No, sir. There was water in the boat, but there were no biscuits.

Senator BURTON. Do you think if life rafts had been on board you could have launched those and saved any passengers?

Mr. OSMAN. There was plenty of time left, sir.

Senator BURTON. To have launched life rafts?

Mr. OSMAN. Plenty of time.

Senator BURTON. If you had had life rafts, then, in your opinion, could you have saved some more passengers?

Mr. OSMAN. We could have saved some more. If they had had rafts and boats, they had time enough to save every soul aboard there.

Senator BURTON. Which, in your judgment, are better, the rafts or the boats, on a steamer of that size?

Mr. OSMAN. Rafts are as safe as anything.

F. OSMAN.

Subscribed and sworn to before me this 30th day of April, A. D. 1912.

[SEAL.]

E. L. CORNELIUS, *Notary*.

Thereupon, at 6.15 o'clock p. m., the testimony before Senator Burton was concluded.

### TESTIMONY OF EDWARD WHEELTON.

[Testimony taken separately before Senator Newlands, on behalf of the subcommittee.]

The witness was duly sworn by Senator Newlands.

Senator NEWLANDS. What-is your age and occupation?

Mr. WHEELTON. Twenty-eight years of age. I have been with the White Star six years, as first-class steward.

Senator NEWLANDS. Go on, and in your own way state what occurred on the steamer *Titanic* after the collision with the iceberg?

Mr. WHEELTON. I had just come off watch. I went to bed. I was awakened between 10 minutes to 12 and a quarter to 12 by a shock. It felt as if it was the dropping of a propeller or something like that. I got out of bed. I lifted the port and I looked out of the port. Everything was calm. It was very cold. I went to the door of my room and spoke to some of the men, and then I got back into bed again. I was roused next by some one shouting, "Water-tight doors." I came outside. The order was, "Get your life belts. Get up to boat stations." I went back. I put my pants on over my pajamas, put my slippers on, and my overcoat. I went down to the deck. They were just getting away lifeboat No. 5 then. I assisted in getting away lifeboat No. 5. I was ordered to the storeroom. I went down to the storeroom. The way I went to the storeroom was down B deck, along B deck. As I went along B deck I met Mr. Andrews, the builder, who was opening the rooms and looking in to see if there was anyone in, and closing the doors again. I went along B deck and used what we call the accommodation staircase, which

goes through the ship, and is used by the stewards. I went down to the storeroom and I got a bottle of biscuits, and I carried them up to the main dining room, through the reception room, up the main staircase. I got onto the deck; the boats had gone. They were working at No. 7. I mean No. 5 had gone. I went to No. 7 and assisted in lowering No. 7. I think it was No. 7.

Mr. Lowe told Mr. Ismay to get to hell out of it, because I was the steward who stood back of Mr. Lowe. We worked at No. 7 and got her down, and then No. 9. Mr. Murdock was there, and Mr. Ismay stood up by all of the boats I saw get away. I walked along when No. 9 went, and Mr. Murdock, the first officer, turned around. He sent the assistant second steward down to A deck, and he said to me “You go, too.” He got hold of me by the left arm and he said, “You go, too.” We went down to A deck. Number 11 boat was hanging in the davits. We got into the boat. Mr. Murdock shouted “Women and children first.” He was on the top deck then, standing by the taffrail. We loaded the boat with women and children, and took in a few of the crew. I think there were about—well, there were eight or nine men in the boat, all together. That was including our crew. I think there were one or two passengers, but I really could not say.

I shouted to Mr. Murdock, “The boat is full, sir.” He said, “All right.” He said, “Have you got your sailors in?” I said, “No, sir.” He told two sailors to jump into the boat. We lowered away. Everything went very nice, very smoothly, until we touched the water. We pushed away from the ship’s side and had just a slight difficulty in hoisting the afterblock. We were not there a minute. The sailor got at the block and loosened the tackle. We pulled away from the ship. We pulled away until we were about 300 yards away from the ship. I looked around into the boat. I saw the boat was pretty well crowded, because I had some little difficulty in rowing, because the passengers were so close together, and I kept hitting my hands against the passengers. We bent to our oars until the ship eventually went down.

We rowed around and tried to get to the other boats, to get close to them. We pulled toward a light, but we did not seem to get any closer to it, until daybreak. A lady back of me complained of the cold, and I took my coat off and gave it to her. We sighted the *Carpathia* and put the boat about and pulled toward her. We got alongside the *Carpathia* and I made the rope fast on the offside of the lifeboat. That was hanging from the *Carpathia*, that rope, and I stood by until the boat was unloaded and the officer shouted “Come up.”

Senator NEWLANDS. How many boats did you see loaded?

Mr. WHEELTON. They were lowering No. 5 when I left to go to the storeroom, and I saw No. 7 and No. 9. I went away in No. 11, sir.

Senator NEWLANDS. What was Mr. Ismay doing?

Mr. WHEELTON. He was standing aft, sir (Mr. Murdock was standing forward), and he was going like this [indicating], “Lower, lower, lower,” lowering the boats.

Senator NEWLANDS. Who was?

Mr. WHEELTON. Mr. Ismay, sir. He stood right by the davit with one hand on the davit and one hand in motion to the officer lowering.

Senator NEWLANDS. Why was he motioning to the officer?



Mr. WHEELTON. That was to let him know how far he wanted him to go. If you are lowering cargo or anything else—stores or anything else—that motion of the hand means to lower, and if the man stops making that motion with his hand that means to stop lowering.

Senator NEWLANDS. He was regulating the lowering down to the water?

Mr. WHEELTON. Yes.

Senator NEWLANDS. How far off was the water at that time, from the upper deck?

Mr. WHEELTON. It was pretty dark, but I should imagine it was about 70 or 75 feet.

Senator NEWLANDS. So far as your observation went, were boats No. 5, No. 7, No. 9, and No. 11 loaded?

Mr. WHEELTON. As soon as I started—I did not see the finishing of the loading of No. 5, because I was sent to the storeroom. I arrived on the deck when No. 7 was lowered, sir.

Senator NEWLANDS. How full was that loaded?

Mr. WHEELTON. It seemed to be pretty full. I could not estimate the number of people, because we were looking this way, and you could only see the front line of the boat, like that [indicating].

Senator NEWLANDS. How about No. 9?

Mr. WHEELTON. I could not say as to No. 9, sir.

Senator NEWLANDS. How about No. 11; how many were in that boat?

Mr. WHEELTON. I should say there were about 58, all told, sir.

Senator NEWLANDS. Did these boats all take their load on the upper deck; or did they take part of it there and part of it on lower decks?

Mr. WHEELTON. No. 5 and No. 7 and No. 9 took their loads on the top deck—the boat deck. No. 7 was lowered to A deck.

Senator NEWLANDS. Did it take all of its passengers from A deck?

Mr. WHEELTON. Yes; barring the two sailors that jumped from the top when the chief officer told them to man the boat.

Senator NEWLANDS. Why did it take them there instead of on the upper deck?

Mr. WHEELTON. I believe they were assisting with the tackle on the top, these two sailors.

Senator NEWLANDS. Why was your boat loaded, in the main, at A deck instead of the upper deck?

Mr. WHEELTON. I could not say, sir. All the women and children were sent down, because a steward brought them down, sir.

Senator NEWLANDS. Prior to that time had they been on the upper deck?

Mr. WHEELTON. Yes, sir.

Senator NEWLANDS. How many boats were left on that side when you left?

Mr. WHEELTON. I could not say, sir. I think there were two.

Senator NEWLANDS. Was Mr. Ismay still there?

Mr. WHEELTON. Mr. Ismay; the last I saw of him was when we sent No. 9 away. That was when I went down to A deck to No. 11 boat, sir. He stood there at the falls.

Senator NEWLANDS. Did he do anything besides help regulate the lowering of the boat?

Mr. WHEELTON. He helped the women and children into the boat, sir, and told the men to make way.



Senator NEWLANDS. What did he mean by making way?

Mr. WHEELTON. They were all standing round in a circle, and a lady would come on deck, and he meant to make a gap so that she could come through.

Senator NEWLANDS. During that trip had there been any drill of the men at the boats?

Mr. WHEELTON. Not as regards us. We are generally ordered below to attend to meals, before leaving port.

Senator NEWLANDS. Well, was there a drill the day you left port?

Mr. WHEELTON. There was a general muster, sir.

Senator NEWLANDS. How long had the crew of that boat been together?

Mr. WHEELTON. Not very long. But I had sailed with quite a number of the men myself before that.

Senator NEWLANDS. But how long had the crew of the *Titanic* been together on that ship?

Mr. WHEELTON. From the day we signed, sir. I think it was on a Friday, sir.

Senator NEWLANDS. The Friday before sailing?

Mr. WHEELTON. The Friday before. We sailed on Wednesday, sir.

Senator NEWLANDS. During that time was there any drill?

Mr. WHEELTON. Not that I know of, sir.

Senator NEWLANDS. What is customary regarding drill on steamships—how often do they have drills?

Mr. WHEELTON. Every Sunday at sea.

Senator NEWLANDS. Did you have a drill Sunday before the collision?

Mr. WHEELTON. No, sir.

Senator NEWLANDS. Why not?

Mr. WHEELTON. I could not say, sir, unless it was the number of steerage passengers—third-class passengers—that we had.

Senator NEWLANDS. Why should that prevent you having drill?

Mr. WHEELTON. Because if we would all go to drill, meals would not be ready for the passengers.

Senator NEWLANDS. The crew, then, was taken from different steamers belonging to the White Star Line service?

Mr. WHEELTON. Not only the White Star, but other ships.

Senator NEWLANDS. Other services?

Mr. WHEELTON. Yes, sir.

Senator NEWLANDS. Were you assigned to any particular boat?

Mr. WHEELTON. Yes, sir.

Senator NEWLANDS. What boat?

Mr. WHEELTON. No. 5, sir.

Senator NEWLANDS. How many men were assigned to each boat?

Mr. WHEELTON. That I can not say, sir, because there are 500 sailors. I have never counted them——

Senator NEWLANDS. What class of men are assigned to the boats?

Mr. WHEELTON. So many firemen, so many sailors, so many quartermasters, and so many stewards, sir.

Senator NEWLANDS. Are the stewards supposed to be oarsmen?

Mr. WHEELTON. Well, you see it is supposed to be a boat's crew that is to assist in lowering as well as in rowing, sir.

Senator NEWLANDS. How many constitute a boat's crew?

Mr. WHEELTON. That I could not say, sir.

Senator NEWLANDS. How many customarily constitute a boat's crew?

Mr. WHEELTON. About eight, I should say, sir.

Senator NEWLANDS. Is that the number that is supposed to be available in case of emergency?

Mr. WHEELTON. I should say about 8 or 10, sir; a smooth night like that.

Senator NEWLANDS. How many were there on your boat?

Mr. WHEELTON. I should say about eight or nine, sir.

Senator NEWLANDS. Of the crew?

Mr. WHEELTON. No, sir; that included a passenger.

Senator NEWLANDS. How many of the crew?

Mr. WHEELTON. I should say about eight.

Senator NEWLANDS. How many men were there in addition to the eight?

Mr. WHEELTON. One passenger, I think. Of course there might have been another down below. We never looked for him. We never looked anywhere around; we were attending to our business, sir. We had no time to search around.

Senator NEWLANDS. Was there any disorder while you were there?

Mr. WHEELTON. None whatever, sir.

Senator NEWLANDS. Did there appear to be a scarcity of men on the upper deck to man these boats?

Mr. WHEELTON. No, sir.

Senator NEWLANDS. When your boat was loaded, were there any women and children left on the deck?

Mr. WHEELTON. Not one. The only trouble we had was with one lady who would not get into the boat. We attempted twice to get her in, and the last time I said to my friend helping me, "Pull her in"; and we pulled her in.

Senator NEWLANDS. Then she remained in, did she?

Mr. WHEELTON. Yes; she remained in. She turned back the first time and went away from the rail.

Senator NEWLANDS. Who was in command of your boat?

Mr. WHEELTON. The quartermaster, I believe.

Senator NEWLANDS. What was his name?

Mr. WHEELTON. I could not tell you what his name was.

Senator NEWLANDS. What was the name of the man passenger in your boat?

Mr. WHEELTON. I could not tell. I did not ask him.

Senator NEWLANDS. Do you know the names of any of the ladies in your boat?

Mr. WHEELTON. No, sir; I never made it my business to know their names.

Senator NEWLANDS. Did you see the captain during that time?

Mr. WHEELTON. I did not, sir.

Senator NEWLANDS. Did you see the ship go down?

Mr. WHEELTON. I did, sir.

Senator NEWLANDS. Could you see the passengers on the ship when it went down?

Mr. WHEELTON. I could not, sir.

Senator NEWLANDS. When you left the ship where were the bulk of the remaining passengers located?

Mr. WHEELTON. There was no bulk at all, sir. They were scattered all around the deck.

Senator NEWLANDS. What deck?

Mr. WHEELTON. There were a very few, only our own men, left on A deck when the boat went down, sir.

Senator NEWLANDS. As you went down to the deck below——

Mr. WHEELTON. I did not see any deck below, sir, because it is all closed in.

Senator NEWLANDS. That would be B deck?

Mr. WHEELTON. We passed B, sir.

Senator NEWLANDS. How about C deck?

Mr. WHEELTON. That was closed. There was none of those lower decks at all——

Senator NEWLANDS. Where were the steerage passengers; did you see any of them?

Mr. WHEELTON. No, sir, I did not.

Senator NEWLANDS. There were about 1,500 passengers left on the ship, or at least 1,500 people altogether? That is the fact, I believe. Have you any idea what part of the ship they were in when you left the ship?

Mr. WHEELTON. I think they were all around the ship, all over the place.

Senator NEWLANDS. Did your boat rescue any people in the water?

Mr. WHEELTON. No, sir; we never saw one.

Senator NEWLANDS. You rowed some distance from the *Titanic* did you?

Mr. WHEELTON. I should imagine about 300 yards, sir. That is a rough estimate.

Senator NEWLANDS. Did your boat make any effort to go back?

Mr. WHEELTON. No, sir.

Senator NEWLANDS. Was your boat fully loaded?

Mr. WHEELTON. Yes, sir. I thought so, sir; because it was rather difficult in rowing. I kept catching the people with my oar.

Senator NEWLANDS. How about waking up the passengers; whose duty is it to do that when an accident of that kind occurs?

Mr. WHEELTON. The bedroom stewards'.

Senator NEWLANDS. Were you a bedroom steward?

Mr. WHEELTON. No, sir.

Senator NEWLANDS. Do you know whether they did wake them up?

Mr. WHEELTON. I believe so, sir; I could not say.

Senator NEWLANDS. Do you know how many of the crew were saved?

Mr. WHEELTON. I have read in the papers, sir. There were 210, all told.

Senator NEWLANDS. What proportion of those were women?

Mr. WHEELTON. I think there were about 15.

Senator NEWLANDS. How many women were there in the crew?

Mr. WHEELTON. I could not tell you. There were stewardesses and Turkish-bath attendants.

Senator NEWLANDS. Do you know the number?

Mr. WHEELTON. No, sir.

Senator NEWLANDS. Did they number 50, do you think?

Mr. WHEELTON. I could not say. No; I do not suppose they would.

Senator NEWLANDS. Out of a total of 750 who were saved, there were 210 who belonged to the crew. How do you account for the fact that so large a proportion of the people saved belonged to the crew?

Mr. WHEELTON: I would think, myself, the men took a chance and jumped overboard and swam for it and were picked up by boats. We had very powerful swimmers aboard the ship. Some of the best men I ever saw in the water were on that ship, sir.

Senator NEWLANDS. But you saw no men who were saved in that way?

Mr. WHEELTON. Not in our boat, sir.

Senator NEWLANDS. Did you see them being taken into any other boat?

Mr. WHEELTON. No; it was too dark. I could not see, sir.

Senator NEWLANDS. Did you see anything of either of the rafts or collapsible boats?

Mr. WHEELTON. No, sir. We did not sight another boat until day-break next morning. We saw the lights, but we did not get near enough to them.

Senator NEWLANDS. Did you see anything of Mr. Clarence Moore or Maj. Butt?

Mr. WHEELTON. No, sir.

Senator NEWLANDS. Did you know them?

Mr. WHEELTON. I did not, sir.

Senator NEWLANDS. Did you know Mr. Frank Millet?

Mr. WHEELTON. I did not, sir.

Senator NEWLANDS. Have you given your address?

Mr. WHEELTON. Norwood House, Belmore Road, Shirley, Southampton, England.

Senator NEWLANDS. How about the steerage passengers; did any of them come up on the upper deck?

Mr. WHEELTON. Oh, yes; they could come up just as I did. When I went to get the bottle of biscuits, I had to go right down to their quarters for it. The storeroom lies below their quarters. There was nothing to prevent me from going down to the storeroom.

Senator NEWLANDS. Out of the 210 of the crew who were saved, only 15 were women?

Mr. WHEELTON. I think about that number. I could not say.

Senator NEWLANDS. Is there any particular point that you would like to speak of, or anything in regard to the collision that you know that you think you ought to tell?

Mr. WHEELTON. I would like to say something about the bravery exhibited by the first officer, Mr. Murdock. He was perfectly cool and very calm.

Senator NEWLANDS. And he was lost?

Mr. WHEELTON. Yes, sir; he was lost.

Senator NEWLANDS. You were on the starboard side, were you?

Mr. WHEELTON. Yes.

Senator NEWLANDS. How many boats were on that side?

Mr. WHEELTON. I could not say just how many there were.

Senator NEWLANDS. How many had been lowered before you took No. 11?

Mr. WHEELTON. I believe the emergency boat had gone; No. 3 had gone; No. 5 was going as I went to the storeroom; No. 7 had gone; No. 9 had gone, and No. 11—that was my boat.

Senator NEWLANDS. That would make six boats?

Mr. WHEELTON. Yes, sir.

Witness excused.

## TESTIMONY OF W. H. TAYLOR.

[Testimony taken separately before Senator Newlands on behalf of the subcommittee.]

The witness was sworn by Senator Newlands.

Senator NEWLANDS. State your age and residence.

Mr. TAYLOR. Twenty-eight years old. No. 2 Broad Street, Kingland, Southampton.

Senator NEWLANDS. What is your occupation?

Mr. TAYLOR. Fireman, sir.

Senator NEWLANDS. You were on the *Titanic*?

Mr. TAYLOR. Yes.

Senator NEWLANDS. Tell your story, from the time you shipped until you got on the *Carpathia*.

Mr. TAYLOR. I was asleep when the accident occurred, sir. The alarm bell for accidents rang outside of our door. I went up on deck, and could not see anything. I went down in our room again. I stayed in the room about 10 minutes, and somebody reported that there was water in No. 1 hatch. Then we packed our bags, took them in the mess room, in the alleyway, to wait for orders. The officer was coming along the alleyway, and ordered us to put on life belts. The life belts were on the deck, on the boat deck. They shoved out No. 15 boat and I was ordered into it. The boat was pretty full. We pulled a distance away from the *Titanic*, because we were afraid of the suction, and we kept on pulling toward the light, with the other row-boats. About half past 7 the next morning we boarded the *Carpathia*.

Senator NEWLANDS. You got in boat No. 15?

Mr. TAYLOR. Yes, sir.

Senator NEWLANDS. Did you help load any of the other boats?

Mr. TAYLOR. No, sir. There was too much of a crowd on There was a crowd around them at the time. This boat was the only boat that was in the blocks when I went on the deck.

Senator NEWLANDS. Were you one of the men charged with the duty of appearing when the lifeboats were ordered?

Mr. TAYLOR. Not at that time, sir.

Senator NEWLANDS. Did you belong to the lifeboat drill?

Mr. TAYLOR. Yes, sir.

Senator NEWLANDS. Had you ever drilled on that steamer with the lifeboat drill?

Mr. TAYLOR. No, sir.

Senator NEWLANDS. How often was it customary to have such a drill?

Mr. TAYLOR. The custom is to have one on Sunday morning in New York.

Senator NEWLANDS. How about Southampton?

Mr. TAYLOR. The firemen never see a boat in Southampton.

Senator NEWLANDS. Take the ordinary fireman. How often would he engage in boat drill?

Mr. TAYLOR. Once a trip, sir.

Senator NEWLANDS. Were you a good oarsman?

Mr. TAYLOR. Yes, sir.

Senator NEWLANDS. Had you been previously assigned to boat No. 15?

Mr. TAYLOR. Yes, sir.

Senator NEWLANDS. That was your place?

Mr. TAYLOR. That was my place.

Senator NEWLANDS. How many of the crew got in lifeboat No. 15?

Mr. TAYLOR. I could not tell you that, sir. I know there were six ordered to get into the boat. If there were any more, I could not say.

Senator NEWLANDS. How many passengers were in the boat?

Mr. TAYLOR. I never counted them. I never heard them counted.

Senator NEWLANDS. Was the boat full?

Mr. TAYLOR. Yes, sir.

Senator NEWLANDS. How many would it carry?

Mr. TAYLOR. I suppose it would average about 40 to 45 in the boat.

Senator NEWLANDS. Would not the boat carry more than that?

Mr. TAYLOR. I suspect they would carry more if they were put in.

Senator NEWLANDS. Why did you not put in more?

Mr. TAYLOR. Because the officer ordered the boat to be lowered.

Senator NEWLANDS. Did your boat stop to take passengers from any other decks?

Mr. TAYLOR. Only one deck to be filled up.

Senator NEWLANDS. You filled up on what deck?

Mr. TAYLOR. On the upper deck, or deck A; on the promenade deck.

Senator NEWLANDS. Is that the boat deck?

Mr. TAYLOR. No; the next deck.

Senator NEWLANDS. You loaded there?

Mr. TAYLOR. Yes.

Senator NEWLANDS. Where were you when the boat was first lowered?

Mr. TAYLOR. I was in the boat when the boat was lowered.

Senator NEWLANDS. Did you get into the boat from the boat deck?

Mr. TAYLOR. Yes.

Senator NEWLANDS. Then did the other members of the crew get on there?

Mr. TAYLOR. At the boat deck.

Senator NEWLANDS. And then it was lowered down to deck A?

Mr. TAYLOR. That is correct, sir.

Senator NEWLANDS. Then the passengers got on?

Mr. TAYLOR. Yes, sir.

Senator NEWLANDS. Who was directing the passengers there?

Mr. TAYLOR. A lot of stewards were around directing the passengers, and there was an officer up on the boat deck then, sir.

Senator NEWLANDS. But he could not see these people down on deck A, could he?

Mr. TAYLOR. He was looking over to see who was getting into the boats.

Senator NEWLANDS. Did you see Mr. Ismay during that time?

Mr. TAYLOR. No.

Senator NEWLANDS. Did you know Mr. Ismay at that time?

Mr. TAYLOR. No.

Senator NEWLANDS. What officer was in charge on that side?

Mr. TAYLOR. I could not tell you what officer was in charge on that side.

Senator NEWLANDS. Who was in command of your boat?

Mr. TAYLOR. A fireman.

Senator NEWLANDS. What was his name?



Mr. TAYLOR. Dimel.

Senator NEWLANDS. How many women were in your boat?

Mr. TAYLOR. Quite a number; there were mostly women and children in our boat.

Senator NEWLANDS. Were there any male passengers in the boat?

Mr. TAYLOR. Yes, sir.

Senator NEWLANDS. Do you remember how many?

Mr. TAYLOR. No.

Senator NEWLANDS. They got on at deck A?

Mr. TAYLOR. After the women and children were in.

Senator NEWLANDS. Were there any other women and children on deck A when you left there, at the time?

Mr. TAYLOR. I never saw any.

Senator NEWLANDS. Would you have seen them if they had been there?

Mr. TAYLOR. Yes, if they had been there.

Senator NEWLANDS. Do you remember who the passengers were?

Mr. TAYLOR. No. They were third-class passengers. That is all I know.

Senator NEWLANDS. Were there any stewardesses?

Mr. TAYLOR. No.

Senator NEWLANDS. There were about 750 saved in all, including the crew, were there not?

Mr. TAYLOR. I could not tell you how many were saved.

Senator NEWLANDS. Do you know how many of the crew were saved?

Mr. TAYLOR. I do not know how many of the crew were saved, but I know there were 73 firemen saved.

Senator NEWLANDS. How many firemen were there in all?

Mr. TAYLOR. There were 84 firemen on each watch, including trimmers and all——

Senator NEWLANDS. And how many watches were there?

Mr. TAYLOR. Three watches.

Senator NEWLANDS. That would be 252 firemen in all?

Mr. TAYLOR. Yes; that is, not counting greasers. I do not know how many greasers there are in the engine room.

Senator NEWLANDS. You say 73 firemen were saved?

Mr. TAYLOR. Yes.

Senator NEWLANDS. How do you account for the fact that so many of them were saved?

Mr. TAYLOR. I could not tell you, sir.

Senator NEWLANDS. Were many of them put into the boats?

Mr. TAYLOR. Not that I know of.

Senator NEWLANDS. Were any of them picked up in the water by the boats?

Mr. TAYLOR. Yes; there were some.

Senator NEWLANDS. Many?

Mr. TAYLOR. I could not tell you how many there were.

Senator NEWLANDS. Were all the crew on your boat firemen?

Mr. TAYLOR. There were some stewards in the boat, besides.

Senator NEWLANDS. How many firemen and how many stewards were there in your boat?

Mr. TAYLOR. About six firemen. I could not tell you how many stewards there were. I only saw three.



Senator NEWLANDS. About what proportion of your entire boat-load was composed of men?

Mr. TAYLOR. I believe eight, all told; oarsmen and a coxswain.

Senator NEWLANDS. Did any of the male passengers row?

Mr. TAYLOR. Only one that I know of.

Senator NEWLANDS. When your boat got away from the ship, where were most of the passengers that were left and where were the members of the crew that were left—in what part of the ship?

Mr. TAYLOR. They were all on A deck, sir, on the deck where we lowered from; all that I could see.

Senator NEWLANDS. Was it crowded?

Mr. TAYLOR. Oh, there was a crowd, a big crowd around the boats.

Senator NEWLANDS. Was the order and discipline good, or was there disorder?

Mr. TAYLOR. The order was good, sir.

Senator NEWLANDS. Did these passengers belong to all classes, steerage as well as cabin passengers?

Mr. TAYLOR. Yes, sir.

Senator NEWLANDS. Were there any on B deck?

Mr. TAYLOR. I could not tell you that, sir.

Senator NEWLANDS. Or C deck?

Mr. TAYLOR. I could not tell you.

Senator NEWLANDS. Could you not see?

Mr. TAYLOR. I could not see, because we kept the boat off the ship, to keep from rubbing down her side.

Senator NEWLANDS. How far did you row from the ship immediately after getting into the water?

Mr. TAYLOR. About a quarter of a mile; or it might have been a bit farther than that.

Senator NEWLANDS. Toward the light, you say?

Mr. TAYLOR. Yes; with the other boats.

Senator NEWLANDS. Was there any order given to you to row for that light?

Mr. TAYLOR. No, sir.

Senator NEWLANDS. How did you come to row for that light?

Mr. TAYLOR. I kept on rowing, sir.

Senator NEWLANDS. Where was that light?

Mr. TAYLOR. A tidy way away from us.

Senator NEWLANDS. Was it on a ship?

Mr. TAYLOR. I could not tell you.

Senator NEWLANDS. Did that light disappear?

Mr. TAYLOR. Yes, sir.

Senator NEWLANDS. Was it 5 miles away, would you think?

Mr. TAYLOR. It was a good distance away; I could not tell you the distance.

Senator NEWLANDS. Did it appear to be the light of a ship?

Mr. TAYLOR. Yes, sir.

Senator NEWLANDS. You could not see the ship?

Mr. TAYLOR. No, sir.

Senator NEWLANDS. During that night, before the dawn came, could you see any of the icebergs?

Mr. TAYLOR. No, sir; not before the break of day.

Senator NEWLANDS. Was it a clear night?

Mr. TAYLOR. Pretty clear; yes, sir.

Senator NEWLANDS. There was no fog?

Mr. TAYLOR. No fog at all.

Senator NEWLANDS. Were the stars out?

Mr. TAYLOR. Yes; it was a starry night.

Senator NEWLANDS. How do you account for it that you could not see the icebergs?

Mr. TAYLOR. We saw them at daybreak.

Senator NEWLANDS. Why could you not see them at night?

Mr. TAYLOR. They were too far away. We were pulling toward them all the time.

Senator NEWLANDS. And then you got among them in the morning, when the day broke?

Mr. TAYLOR. Yes, sir.

Senator NEWLANDS. Were there many of them?

Mr. TAYLOR. We saw four.

Senator NEWLANDS. Do you know in what direction you rowed?

Mr. TAYLOR. No, sir.

Senator NEWLANDS. North, south, east, or west?

Mr. TAYLOR. I could not tell you in what direction. We kept on pulling, and that is all I do know.

Senator NEWLANDS. Did you see the iceberg upon which the ship struck?

Mr. TAYLOR. No, sir. I was asleep at the time.

Senator NEWLANDS. Were you very much disturbed by the collision?

Mr. TAYLOR. No, sir.

Senator NEWLANDS. Have you been on other ships?

Mr. TAYLOR. Yes, sir.

Senator NEWLANDS. For how many years?

Mr. TAYLOR. Eight years now.

Senator NEWLANDS. During that trip were there the same drills and mustering of the crew that you have observed on other ships?

Mr. TAYLOR. No. On other ships you go through a strict drill.

Senator NEWLANDS. You go through a strict drill?

Mr. TAYLOR. Yes.

Senator NEWLANDS. How often?

Mr. TAYLOR. Every Saturday afternoon.

Senator NEWLANDS. Did you have any drill on Saturday afternoon on the *Titanic*?

Mr. TAYLOR. No.

Senator NEWLANDS. Do you know why?

Mr. TAYLOR. No.

Senator NEWLANDS. Is it always the case that they have drill on Saturday afternoon on other ships?

Mr. TAYLOR. On a majority of other ships, sir.

Senator NEWLANDS. Do the firemen take part in that drill?

Mr. TAYLOR. Oh, yes.

Senator NEWLANDS. Does every man in a ship's crew have a place?

Mr. TAYLOR. Yes, sir.

Senator NEWLANDS. In reference to what?

Mr. TAYLOR. With reference to manning a boat, I suppose to take charge of the boat and pull the boat away, if necessary.

Senator NEWLANDS. There were about 800 of this crew, were there not?

Mr. TAYLOR. I suppose so, sir.

Senator NEWLANDS. And there were about 20 boats?

Mr. TAYLOR. Twenty boats.

Senator NEWLANDS. Do you think that every man in that crew was assigned to a particular boat?

Mr. TAYLOR. Every man was ordered to a boat.

Senator NEWLANDS. Was ordered to a boat; but did each man in that crew, throughout the whole 800, know where his place in a boat was?

Mr. TAYLOR. Yes; because there is a boat list that goes up.

Senator NEWLANDS. What was the nature of that order that night with reference to the boats?

Mr. TAYLOR. All the orders we had was to get our life belts on and go up on the boat deck.

Senator NEWLANDS. And then were you expected, each of you, to go to a boat?

Mr. TAYLOR. We were supposed to go to the boat that our name was down for on the ship.

Senator NEWLANDS. Were there very many of the crew there when you went up?

Mr. TAYLOR. We were all going up, what there was of us.

Senator NEWLANDS. Would both dining-room stewards and bedroom stewards be assigned to these boats?

Mr. TAYLOR. Yes, sir.

Senator NEWLANDS. And all the enginemen?

Mr. TAYLOR. Yes, sir.

Senator NEWLANDS. And the carpenters?

Mr. TAYLOR. Yes, sir.

Senator NEWLANDS. Every man had his place?

Mr. TAYLOR. Every man had the number of his boat that he was to go to.

Senator NEWLANDS. On the port side they put in, on an average, in each boat only about two men of the crew, and sometimes less. How do you account for the fact that there were so few?

Mr. TAYLOR. I could not tell you, sir. I never went on that side of the ship.

Senator NEWLANDS. On the other side were there a larger number of the ship's crew?

Mr. TAYLOR. Yes; there were stewards, and all.

Senator NEWLANDS. And they were waiting there to be assigned to their places, were they? They were waiting, expecting to be put into the boats?

Mr. TAYLOR. Yes, sir.

Senator NEWLANDS. But no man could get into a boat before he was ordered in?

Mr. TAYLOR. No, sir.

Senator NEWLANDS. Who selected the men to go in the boats?

Mr. TAYLOR. The officer, sir.

Senator NEWLANDS. You say you found water up to No. 1 hatch?

Mr. TAYLOR. Yes, sir.

Senator NEWLANDS. What is No. 1 hatch?

Mr. TAYLOR. It is in the bow end of the ship, sir.

Senator NEWLANDS. How far down?

Mr. TAYLOR. Right down to the bottom, sir.

Senator NEWLANDS. Is there a compartment there?

Mr. TAYLOR. Yes.

Senator NEWLANDS. A very large one?

Mr. TAYLOR. Yes, sir.

Senator NEWLANDS. Is that the term applied to the first compartment?

Mr. TAYLOR. That is the first hold in the ship. That is the first cargo space in the ship.

Senator NEWLANDS. Does that hatch cover more than one compartment? You know what a compartment is, do you not?

Mr. TAYLOR. Yes, sir.

Senator NEWLANDS. Do you remember whether in that hatch there was only one compartment or whether two or three?

Mr. TAYLOR. I could not tell you that, sir, because I never saw down there.

Senator NEWLANDS. How did you know there was water in No. 1 hatch?

Mr. TAYLOR. Because we saw it come bursting up through the hatches.

Senator NEWLANDS. You were there all the time, were you?

Mr. TAYLOR. I was in my bunk asleep at the time, and then when we got called up again the water was still coming up through the hatches.

Senator NEWLANDS. What is a hatch?

Mr. TAYLOR. A grate that covers over the hold to save anybody; to keep anybody from getting down.

Senator NEWLANDS. Were you in the water?

Mr. TAYLOR. No, sir.

Senator NEWLANDS. Did it reach you?

Mr. TAYLOR. Yes, afterwards. It went into our room afterwards.

Senator NEWLANDS. How long was it in getting in there?

Mr. TAYLOR. About three-quarters of an hour, sir.

Senator NEWLANDS. How far was your room from the bottom of the ship?

Mr. TAYLOR. I could not exactly tell you the distance.

Senator NEWLANDS. What deck was your room on?

Mr. TAYLOR. On the third deck.

Senator NEWLANDS. From below?

Mr. TAYLOR. From the top; counting from the top.

Senator NEWLANDS. Where did that stand with reference to decks A, B, and C.

Mr. TAYLOR. I could not tell you, sir.

Senator NEWLANDS. It was below them, was it?

Mr. TAYLOR. Our deck was lower than those decks, because you came off of those decks down to the well deck.

Senator NEWLANDS. Did you have a hammock or a bed, or what did you have?

Mr. TAYLOR. I had a bunk.

Senator NEWLANDS. What deck was that on?

Mr. TAYLOR. On the third deck down.

Senator NEWLANDS. How far did you say that was from the bottom of the ship?

Mr. TAYLOR. Twenty or thirty feet, I should say, sir.

Senator NEWLANDS. Did your boat make any effort to go back and save the lives of the people struggling in the water?

Mr. TAYLOR. No, sir.

Senator NEWLANDS. Why not?

Mr. TAYLOR. Because a majority of them said “Pull on,” because of the suction.

Senator NEWLANDS. You heard the cries of the people who were in the water?

Mr. TAYLOR. Yes.

Senator NEWLANDS. How long did they last?

Mr. TAYLOR. Ten minutes or a quarter of an hour, sir.

Senator NEWLANDS. Do you not think that people floating in that water, with life belts on, would survive longer than a quarter of an hour?

Mr. TAYLOR. They may have survived longer, sir. I am only just judging the time.

Senator NEWLANDS. Was the water very cold?

Mr. TAYLOR. Yes, it was cold.

Senator NEWLANDS. Your boat did not pick up anybody from the water?

Mr. TAYLOR. No, sir.

Senator NEWLANDS. Did you see any other boat pick up anybody?

Mr. TAYLOR. No, sir.

Senator NEWLANDS. Did you see any firemen or any of the crew jump from the ship itself into the water?

Mr. TAYLOR. No, sir.

Senator NEWLANDS. Do you know whether any did so jump, prior to your leaving the ship?

Mr. TAYLOR. No, sir.

Senator NEWLANDS. What was the feeling among the crew as to whether the ship would sink or not?

Mr. TAYLOR. A majority of them did not realize that she would sink.

Senator NEWLANDS. Was that ship regarded by the crew as an unsinkable ship?

Mr. TAYLOR. So they thought.

Senator NEWLANDS. That was the feeling among the seamen?

Mr. TAYLOR. Yes, sir; that is so.

Senator NEWLANDS. Regarding these great iron ships, with watertight compartments, that is the general feeling among the seamen, is it?

Mr. TAYLOR. Yes, sir.

Senator NEWLANDS. They feel safe on them?

Mr. TAYLOR. Yes.

Senator NEWLANDS. Even although there are not enough boats to accommodate all the crew and passengers?

Mr. TAYLOR. Yes, sir.

Senator NEWLANDS. Did you ever hear that matter discussed among them?

Mr. TAYLOR. No, sir.

Senator NEWLANDS. Then how do you know that that is the feeling?

Mr. TAYLOR. Because they were all skylarking and joking about it.

Senator NEWLANDS. After the accident were they joking about it?

Mr. TAYLOR. Yes, sir.

Senator NEWLANDS. If they had realized that there was serious danger, there would have been a terrible scene there, would there not?

Mr. TAYLOR. Yes, sir; everybody would have been rushing for their lives.

Senator NEWLANDS. When you got on to the boat did you feel that it was safer in the boat, or remaining on the ship?

Mr. TAYLOR. I thought it was safer for us in the boat.

Senator NEWLANDS. Why did you think so?

Mr. TAYLOR. Because I saw her then going down by the nose.

Senator NEWLANDS. Going down by the bow?

Mr. TAYLOR. Yes, sir.

Senator NEWLANDS. You realized then that she was sinking?

Mr. TAYLOR. After we got clear of her we could see her going down by the bow.

Senator NEWLANDS. But you did not realize that at the time you got into the lifeboat?

Mr. TAYLOR. No, sir; I only thought we were getting in in case there was an emergency.

Senator NEWLANDS. Did you row all the time that night, until dawn?

Mr. TAYLOR. Yes, sir.

Senator NEWLANDS. Did you row for any particular place?

Mr. TAYLOR. No; no particular place.

Senator NEWLANDS. Why did you keep rowing then?

Mr. TAYLOR. We kept on pulling along to keep up with the other boats, all the small boats being together.

Senator NEWLANDS. Was there any particular boat leading?

Mr. TAYLOR. No, sir.

Senator NEWLANDS. Did you see any other boat save any lives of people who were in the water?

Mr. TAYLOR. No, sir.

Senator NEWLANDS. How far could you see on the water that night; how far off could you see another boat?

Mr. TAYLOR. About 50 yards.

Senator NEWLANDS. Could you see the boat itself, or could you just simply determine it by its lights?

Mr. TAYLOR. We could see the boats.

Senator NEWLANDS. Did you talk with any of the lookout men?

Mr. TAYLOR. No, sir.

Senator NEWLANDS. What was the feeling amongst the crew as to how that accident occurred?

Mr. TAYLOR. I could not tell you.

Senator NEWLANDS. In which direction was that light?

Mr. TAYLOR. I could not tell you the directions.

Senator NEWLANDS. But all the boats were rowing for it?

Mr. TAYLOR. Yes, sir.

Senator NEWLANDS. You were sure there was a light there?

Mr. TAYLOR. We discerned a light. We saw a light in the distance.

Senator NEWLANDS. Was that the case with all the boats?

Mr. TAYLOR. Yes, sir.

Senator NEWLANDS. They could not all have been deceived by it, could they?

Mr. TAYLOR. I should not think so.

Senator NEWLANDS. Were they crying out to each other at all, as to where the light was?

Mr. TAYLOR. No. They only asked one another where they were at the time, that is all. They would just pass the remark whether they were all there.

Senator NEWLANDS. Were there any women in your boat who had lost their husbands?

Mr. TAYLOR. I could not tell you.

Senator NEWLANDS. Was there much distress among the women in your boat?

Mr. TAYLOR. They were very cool.

Senator NEWLANDS. Were the women in your boat first-class passengers, second class, or third class?

Mr. TAYLOR. They were third class. I do not know whether there were any second class.

Senator NEWLANDS. There were no third-class passengers?

Mr. TAYLOR. No.

Witness excused.

### TESTIMONY OF GEORGE MOORE.

[Testimony taken separately before Senator Newlands on behalf of the subcommittee.]

The witness was sworn by Senator Newlands.

Senator NEWLANDS. State your age and residence?

Mr. MOORE. Fifty-one years old; Graham Road, Southampton.

Senator NEWLANDS. What is your occupation?

Mr. MOORE. Able seaman, sir.

Senator NEWLANDS. State what drills if any there were, when you got on the *Titanic*, of the ship's crew, what their character was, and what occurred of any significance during your trip from Southampton to the point of the collision.

Mr. MOORE. We joined the ship on Wednesday morning, the 10th of April, and had boat drill and proceeded at 12 o'clock. We called at Cherbourg and Queenstown.

Senator NEWLANDS. How many participated in that boat drill; how many men took part in that boat drill?

Mr. MOORE. All the able seaman, sir.

Senator NEWLANDS. How many were there?

Mr. MOORE. I could not say the exact number, but about 30 to 40.

Senator NEWLANDS. How many boats did you have out?

Mr. MOORE. Two, sir. We lowered two boats in the water.

Senator NEWLANDS. Go on.

Mr. MOORE. On a Sunday it came in rather cold, Sunday afternoon. Sunday night about a quarter to 12 I was on the watch below and turned in, and there was suddenly a noise like a cable running out, like a ship dropping anchor. There was not any shock at all. About 10 minutes to 12 the boatswain came and piped all hands on the boat deck, and started to get out boats.

Senator NEWLANDS. What did that mean, that the entire crew was to go up on the boat deck?

Mr. MOORE. All the able seamen.

Senator NEWLANDS. Would that include firemen?



Mr. MOORE. It had nothing to do with firemen; only the two watches, the port and starboard watches.

Senator NEWLANDS. How many were there of them, about 40?

Mr. MOORE. No; 13 in one watch and 12 in the other. Then there was a man who used to work in the alleyway, and there were promenade daymen, saloon daymen, and second-class daymen.

Senator NEWLANDS. How many in all?

Mr. MOORE. How many able seamen?

Senator NEWLANDS. Yes.

Mr. MOORE. There were 6 quartermasters, 6 lookout men, 13 in the port watch, 12 in the starboard watch, and 7 day hands.

Senator NEWLANDS. Do those men constitute the crews of the boats in case of an emergency?

Mr. MOORE. Yes, sir.

Senator NEWLANDS. Are any others included?

Mr. MOORE. Yes, sir.

Senator NEWLANDS. Who are the others?

Mr. MOORE. In emergency?

Senator NEWLANDS. Yes; are they the only men who are expected to report when there is a call for the boats?

Mr. MOORE. When there is an order, "Boat stations," everyone goes to boat stations—firemen, stewards, and all are called. There is a list showing where each man is to go. Every man in the ship has a fire station and a boat station. But in a case of emergency, where there is a man overboard or anything like that, it is only the watch on deck, the boat's crew, that is called.

Senator NEWLANDS. What was the call on this occasion, simply for the boat's crew?

Mr. MOORE. So far as I can say, all the seamen from the forecastle were ordered up to clear away the boats and to take off the boat covers.

Senator NEWLANDS. That would mean about 40 men would have to go up there?

Mr. MOORE. Yes, sir.

Senator NEWLANDS. Were any others expected to go up there on that call—firemen or stewards?

Mr. MOORE. I can not answer for those; they do not come under our department.

Senator NEWLANDS. Very well. When this call came, do you think the 40 men were there?

Mr. MOORE. Oh, yes; they all went on the boat deck.

Senator NEWLANDS. If there were 20 boats, that would make about two men to a boat?

Mr. MOORE. Yes, sir.

Senator NEWLANDS. Is that considered sufficient?

Mr. MOORE. That is the rule generally, sir; two seamen to each boat.

Senator NEWLANDS. Very well. Go on and tell what happened.

Mr. MOORE. I went on the starboard side of the boat deck and helped clear the boats; swung three of the boats out; helped to lower No. 5 and No. 7. When we swung No. 3 out, I was told to jump in the boat and pass the ladies in. I was told that by the first officer. After we got so many ladies in, and there were no more about, we took in men passengers. We had 32 in the boat, all told, and then we lowered away.

Senator NEWLANDS. How many of those 32 were men and how many women?

Mr. MOORE. I could not say how many were women.

Senator NEWLANDS. Can you tell how many men there were?

Mr. MOORE. No, sir; I could not say exactly.

Senator NEWLANDS. How many seamen were in the boat?

Mr. MOORE. Two seamen were in the boat.

Senator NEWLANDS. Do you recall whether there were five or six men passengers besides?

Mr. MOORE. Yes; there were a few men passengers; and there were some firemen in the boat.

Senator NEWLANDS. How many firemen?

Mr. MOORE. I should say there were five or six firemen.

Senator NEWLANDS. How did they get in the boat?

Mr. MOORE. After all the ladies and children that were about there got in, I suppose anyone jumped in, then.

Senator NEWLANDS. What officer was there?

Mr. MOORE. The first officer, Mr. Murdock.

Senator NEWLANDS. Did he tell these men to go in?

Mr. MOORE. No, sir; he never told them. He got all the women and children in, and the men started to jump in; and when we thought we had a boat full there, we lowered away.

Senator NEWLANDS. You think there were five or six firemen in the boat, do you?

Mr. MOORE. Yes; I am sure of that.

Senator NEWLANDS. Were there any stewards?

Mr. MOORE. No; not one steward.

Senator NEWLANDS. Were there any engineers?

Mr. MOORE. No; no engineers.

Senator NEWLANDS. Any stewardesses?

Mr. MOORE. No, sir.

Senator NEWLANDS. What officer did you have in the boat?

Mr. MOORE. No officer at all, sir.

Senator NEWLANDS. Who took charge of the boat?

Mr. MOORE. I took charge of the boat.

Senator NEWLANDS. You had the tiller?

Mr. MOORE. Yes, sir.

Senator NEWLANDS. Why did you not take more than 32 in that boat?

Mr. MOORE. That is not up to me, sir; that was for the officer on top.

Senator NEWLANDS. Did you not think at the time that it ought to have been more heavily loaded?

Mr. MOORE. It seemed pretty full, but I dare say we could have jammed more in. The passengers were not anxious to get in the boats; they were not anxious to get in the first lot of boats.

Senator NEWLANDS. What was your feeling at the time?

Mr. MOORE. I thought, myself, that there was nothing serious the matter until we got away from the ship and she started settling down.

Senator NEWLANDS. You would have been as well pleased to have stayed on the ship as to get on the lifeboat?

Mr. MOORE. I would at that time, sir.

Senator NEWLANDS. How soon after getting in the water did you see that the ship was sinking?

Mr. MOORE. After we pulled a distance away, sir, you could see her head gradually going down.

Senator NEWLANDS. Where were the most of the passengers on the ship at the time you left the ship and when you could see the passengers?

Mr. MOORE. When we started lowering the boats all I saw was first-class ladies and gentlemen all lined up with their life belts on and coming out of the saloon. I could not say what was on the after part of the ship at all. There was a lot of space between the boats.

Senator NEWLANDS. Where were the steerage passengers, do you think?

Mr. MOORE. I could not answer that. I should say that they were making for the boat deck as well.

Senator NEWLANDS. There was nothing to prevent them from coming up to any part of the ship, was there?

Mr. MOORE. No, sir.

Senator NEWLANDS. Did they show any disorder?

Mr. MOORE. No, sir.

Senator NEWLANDS. Was it your view that the ship was an unsinkable ship?

Mr. MOORE. That was the talk.

Senator NEWLANDS. Was that the general idea of the crew on the ship?

Mr. MOORE. Yes, sir.

Senator NEWLANDS. You knew that there were not enough boats to accommodate the entire crew and the passenger list?

Mr. MOORE. I knew there were only 20 boats, and I knew they would not carry all the people.

Senator NEWLANDS. How many did you estimate a boat ought to carry?

Mr. MOORE. Fifty or sixty in a boat.

Senator NEWLANDS. And 50 in a boat would make 1,000, and 60 in a boat would make 1,200?

Mr. MOORE. Yes, sir.

Senator NEWLANDS. So all the crew knew that the boats were not sufficient to carry all the passengers and crew off?

Mr. MOORE. I suppose they did, sir.

Senator NEWLANDS. But they regarded the ship as unsinkable?

Mr. MOORE. Yes, sir.

Senator NEWLANDS. Who was the officer in charge on the starboard side, where you loaded these boats?

Mr. MOORE. Mr. Murdock was one. He was the only one I recognized.

Senator NEWLANDS. Did you know Mr. Ismay?

Mr. MOORE. No, sir.

Senator NEWLANDS. He was not pointed out to you?

Mr. MOORE. No, sir.

Senator NEWLANDS. Do you know any of the passengers on the ship by name?

Mr. MOORE. No, sir.

Senator NEWLANDS. Did all the women who went on your boat go there willingly, or were some of them forced on?

Mr. MOORE. They were not forced on at all. They all went of their own will.

Senator NEWLANDS. Did any of the ladies on your boat come back to the ship after being put into the lifeboat?

Mr. MOORE. Oh, no; we got clear of the ship as soon as we were lowered in the water.

Senator NEWLANDS. Did you take any passengers on your boat in the water?

Mr. MOORE. No, sir.

Senator NEWLANDS. How far were you from the ship when it sank?

Mr. MOORE. I should say just over a quarter of a mile, sir.

Senator NEWLANDS. You heard the cries of the people in the water, did you not?

Mr. MOORE. Yes, sir; everybody heard that, sir.

Senator NEWLANDS. Did you see the ship go down?

Mr. MOORE. Yes, sir.

Senator NEWLANDS. What was the appearance of the ship at that point of time?

Mr. MOORE. I saw the forward part of her go down, and it appeared to me as if she broke in half, and then the after part went. I can remember two explosions.

Senator NEWLANDS. Did your boat make any effort to go back?

Mr. MOORE. No, sir.

Senator NEWLANDS. Why not?

Mr. MOORE. All the people in the boat wanted to get clear of the ship. They did not want to go near her. They kept urging me to keep away; to pull away from her. In fact, they wanted to get farther away.

Senator NEWLANDS. Did you make any effort to go back to the ship?

Mr. MOORE. No, sir.

Senator NEWLANDS. Why did you not go back and attempt to rescue some of the people who were sinking?

Mr. MOORE. Well, sir, we were about a quarter of a mile away, and the cries did not last long. I do not think anybody could live much more than 10 minutes in that cold water. If we had gone back, we would only have had the boat swamped.

Senator NEWLANDS. Do you think it would have been swamped?

Mr. MOORE. Yes; if there were any alive. Five or six pulling on that boat's gunwales would no doubt have capsized the boat.

Senator NEWLANDS. How long have you been at sea?

Mr. MOORE. Seventeen years, sir.

Senator NEWLANDS. Have you seen ice frequently?

Mr. MOORE. No, sir. I do not generally come this way in the wintertime. I go on the Bombay route.

Senator NEWLANDS. Have you ever seen ice before?

Mr. MOORE. Oh, yes; I have seen ice before.

Senator NEWLANDS. Do you know whether it is customary for ships to slow down when they know that ice is in the vicinity, or do they keep on, relying upon their ability to steer clear?

Mr. MOORE. I think they go more to the southward when there is ice.

Senator NEWLANDS. How about slowing down?

Mr. MOORE. I could not answer as to that.

Senator NEWLANDS. What did you row for? To what point did you row, or in what direction?

Mr. MOORE. We started to pull away in the boat. There was one bright light away on the starboard bow, 2 or 3 miles away, I should judge.

Senator NEWLANDS. And you rowed for that light?

Mr. MOORE. Yes sir. While we were rowing we came on small ice; you could see small ice in the distance.

Senator NEWLANDS. That night; before dawn?

Mr. MOORE. Yes; we got away from it.

Senator NEWLANDS. You were surrounded by ice at dawn, were you not?

Mr. MOORE. Yes, at dawn.

Senator NEWLANDS. Is it your idea that when the ship struck it was near all this ice at that time?

Mr. MOORE. I could not say that, sir.

Senator NEWLANDS. When you looked out that night after you struck, did you see any iceberg?

Mr. MOORE. I never saw any ice at all until after we got away in the boat.

Senator NEWLANDS. Did you see very much then?

Mr. MOORE. No, sir; it did not look like much.

Senator NEWLANDS. Was it high?

Mr. MOORE. No, sir; it was low.

Senator NEWLANDS. But the ice you saw in the morning was high?

Mr. MOORE. Yes. There was ice all around in the morning.

Senator NEWLANDS. Was it your idea that that ice had floated down in your direction, or did you think you had floated down into it?

Mr. MOORE. I believe the ice we saw in the morning was to the northward of where the *Titanic* had gone down.

Senator NEWLANDS. Do you think that ice had been to the northward of the *Titanic*?

Mr. MOORE. Yes, sir.

Senator NEWLANDS. And was slowly coming down?

Mr. MOORE. Yes. There were lots of bergs around, and there was a great field of ice, I should say between 20 and 30 miles long.

Senator NEWLANDS. Solid ice?

Mr. MOORE. Yes. The stretch of ice was very low, but there were also big bergs.

Senator NEWLANDS. Would it have been possible for a ship to make its way among that ice?

Mr. MOORE. No, sir.

Senator NEWLANDS. It would have had to avoid it altogether?

Mr. MOORE. Yes, sir.

Senator NEWLANDS. Did the *Carpathia* have to exercise much care in getting out of the ice?

Mr. MOORE. When we went aboard the *Carpathia* there was ice all around, and I believe after I got aboard we had to steam all around it.

Senator NEWLANDS. And was the ice to the northward of you then?

Mr. MOORE. I could not say, because I never knew the direction the ship's head was.

Senator NEWLANDS. Well, the ship soon took a direction toward the southwest, did it not?

Mr. MOORE. I could not say.

Senator NEWLANDS. It must have done so in order to go to New York.

Mr. MOORE. I should say it went to the westward, sir.

Senator NEWLANDS. Then, were these icebergs to the north of your ship at that time, or the south?

Mr. MOORE. I could not say. I do not know what the direction of the ship was when she started steaming away.

Senator NEWLANDS. Take that entire crew. Do you think that entire crew was able to work together as well as if that ship had been running for six months or a year?

Mr. MOORE. Yes, sir. I think they were all trained men, sir. They were all able seamen.

Senator NEWLANDS. And they knew their business?

Mr. MOORE. Yes, sir.

Senator NEWLANDS. Do you think they could work together with the same effectiveness——

Mr. MOORE. Yes, sir.

Senator NEWLANDS. There were about 750, crew and passengers, saved, and your boats were able to accommodate about 50 per boat, which would make 1,000, or, at the rate of 60, 1,200. How do you account for it that more were not saved?

Mr. MOORE. Well, I should say that in the first lot of boats that went away people were not eager to get in them. All the people around about were put in the boat and they were lowered away, sir.

Senator NEWLANDS. Were they urged to go in the boat?

Mr. MOORE. They were told to come along and jump in, ladies and children first.

Senator NEWLANDS. When there were no more ladies and children, were the men urged to get in?

Mr. MOORE. Anyone could jump in then, as far as I know, to fill the boat up, to get it away.

Senator NEWLANDS. How many could you safely lower to the water, 70 feet below, in one of those boats; what would you regard as a wise method of loading those boats from the boat deck?

Mr. MOORE. I should say from 30 to 40 people.

Senator NEWLANDS. And then you would expect to take on more when the boat got in the water?

Mr. MOORE. We could have taken more, sir.

Senator NEWLANDS. Did you wait there at all, for people to offer themselves, when you got down to the water?

Mr. MOORE. No; we were told to go clear of the ship.

Senator NEWLANDS. Were you given any instruction to pull in any particular direction?

Mr. MOORE. No, sir. I think everyone pulled toward this white light.

Senator NEWLANDS. What did you think that light was at the time?

Mr. MOORE. I thought it was a fisherman. That is what I thought. It was only just one single light.

Senator NEWLANDS. Did that light disappear?

Mr. MOORE. We kept pulling for it until daylight, and we could not see a thing of it then.

Senator NEWLANDS. Did you have this light in view all the time while you were pulling at the oars?

Mr. MOORE. Yes, sir.



Senator NEWLANDS. How far do you think you pulled from the point where the ship went down?

Mr. MOORE. I could hardly say.

Senator NEWLANDS. Do you suppose you pulled as far as 10 miles?

Mr. MOORE. No, sir. We were going against the current.

Senator NEWLANDS. Was there a current?

Mr. MOORE. I should say so, sir. We kept the boat's head to the wind. We kept going toward this white light.

Senator NEWLANDS. You were sure that the light was there?

Mr. MOORE. Yes, sir.

Senator NEWLANDS. It was a genuine light, you think?

Mr. MOORE. Yes; one bright light.

Senator NEWLANDS. There were 750 saved, in all, and of them 210 belonged to the crew, and of the 210 about 15 were women, stewardesses. How do you account for the fact that such a large proportion of those people saved belonged to the crew?

Mr. MOORE. I can only account for the seamen being saved, two in each boat. That would number just about the number of seamen who were saved.

Senator NEWLANDS. That would be about 40?

Mr. MOORE. Yes; I think there were 39 saved.

Senator NEWLANDS. How do you account for the 79 or 80 firemen being saved?

Mr. MOORE. I could not answer as to that.

Senator NEWLANDS. Did they rush into the boats?

Mr. MOORE. I do not think there was any rush at all, sir. I think a few were picked up in the water.

Witness excused.

### TESTIMONY OF THOMAS JONES.

[Testimony taken separately before Senator Newlands on behalf of the subcommittee.]

The witness was sworn by Senator Newlands.

Senator NEWLANDS. Where do you live?

Mr. JONES. No. 68 Nessfield Street, Liverpool, England.

Senator NEWLANDS. What is your occupation?

Mr. JONES. Seaman.

Senator NEWLANDS. Were you one of the boats' crew on the *Titanic*?

Mr. JONES. Yes sir.

Senator NEWLANDS. Did you have any drill of the boats' crew?

Mr. JONES. Oh, yes.

Senator NEWLANDS. On the *Titanic*?

Mr. JONES. Yes, sir.

Senator NEWLANDS. When?

Mr. JONES. Before leaving Southampton, sir.

Senator NEWLANDS. How often is it customary to have a drill of the boats' crew?

Mr. JONES. Every Sunday at sea, sir; and every time before we start, sailing from port.

Senator NEWLANDS. Why did you not have it on Sunday on this trip?

Mr. JONES. I am sure I could not tell you, sir.



Senator NEWLANDS. When you had this drill, were all the 40 or more seamen in the drill?

Mr. JONES. Oh, yes, sir; everybody was there, I suppose.

Senator NEWLANDS. You had out only two boats, did you not?

Mr. JONES. Yes, sir; leaving Southampton.

Senator NEWLANDS. The *Titanic's* crew was taken off from a lot of other ships, was it not?

Mr. JONES. I believe so; yes, sir.

Senator NEWLANDS. Had many of them been working together before?

Mr. JONES. I know I had been shipmate with a few of them before.

Senator NEWLANDS. Do you think the crew were as well trained in their duties as they would have been if that ship had been in service for six months longer, at the end of that time?

Mr. JONES. Oh, yes; we had a good crew.

Senator NEWLANDS. Experienced men?

Mr. JONES. Yes, sir.

Senator NEWLANDS. Was that true of the firemen as well as the seamen?

Mr. JONES. Yes, sir; I knew a lot of the firemen.

Senator NEWLANDS. It was a good crew?

Mr. JONES. Oh, yes.

Senator NEWLANDS. Do you think they could work together, in case of trouble, just about as well as any other crew?

Mr. JONES. Oh, yes, sir.

Senator NEWLANDS. Had you ever experienced ice before?

Mr. JONES. No, sir; the last iceberg I saw was about six years ago.

Senator NEWLANDS. Had you been accustomed to taking this trip before?

Mr. JONES. Yes, sir; I had been on the *Majestic*. I ran for six years without missing one trip across, on her.

Senator NEWLANDS. And you only saw one iceberg during that time?

Mr. JONES. Yes, sir.

Senator NEWLANDS. What is the custom of the ship when ice is reported; do they generally slow down the ship or do they rely upon seeing the ice and steering clear of it?

Mr. JONES. I could not tell you that. That is the only one I saw, sir.

Senator NEWLANDS. And you had been on this course how many years?

Mr. JONES. About seven years altogether.

Senator NEWLANDS. And you never saw but one iceberg before?

Mr. JONES. That is all.

Senator NEWLANDS. Was that a large one?

Mr. JONES. A very large one.

Senator NEWLANDS. Where did you see it?

Mr. JONES. Above the Newfoundland Banks.

Senator NEWLANDS. At about the same time of the year?

Mr. JONES. Yes; about the same time of the year. We could feel it hours before we saw it, it was that cold.

Senator NEWLANDS. Did you feel the cold on this occasion?

Mr. JONES. No, sir; not very much. It was cold, I thought.

Senator NEWLANDS. But it was not any colder than you would expect ordinarily, even without icebergs?

Mr. JONES. No, sir; it was not that cold.

Senator NEWLANDS. Well, was it as cold as it was upon this other occasion that you speak of?

Mr. JONES. No; not half as cold, because at that time I was on the lookout in the crow's nest, and I could feel it a long time before I could see it. It was in the daytime.

Senator NEWLANDS. Were you one of the lookouts?

Mr. JONES. Not on the *Titanic*; no, sir.

Senator NEWLANDS. When you have been acting as lookout, have you been accustomed to use glasses?

Mr. JONES. Yes, sir; I have always seen them in the crow's nest.

Senator NEWLANDS. When you were a lookout, were you accustomed to use the glasses?

Mr. JONES. Oh, yes, sir.

Senator NEWLANDS. Were they much of a help?

Mr. JONES. Not much of a help to pick anything up; but to make it out afterwards, they were.

Senator NEWLANDS. You would first have to pick it up, and then make sure of it by looking through the glasses?

Mr. JONES. Yes, sir.

Senator NEWLANDS. Were these glasses as useful at night as they were in the daytime?

Mr. JONES. No, sir.

Senator NEWLANDS. You could not see with the same clearness?

Mr. JONES. No, sir.

Senator NEWLANDS. Were they of any use at night?

Mr. JONES. No, sir; not of any use at all.

Senator NEWLANDS. You would rather trust to your eyes at night than trust to the glasses?

Mr. JONES. Yes, sir.

Senator NEWLANDS. Have you ever known a crow's nest to be without glasses?

Mr. JONES. No, sir. We always used to go to the office and get them when we left the port, take them into the crow's nest, and then upon arriving at port again, take them into the office. I never saw a crow's nest without glasses.

Senator NEWLANDS. Were they always in the crow's nest?

Mr. JONES. No; we would go to the office for them. There is no place to keep them in the crow's nest. Somebody might steal them there, and so we would take them to the office.

Senator NEWLANDS. And they would remain, then, in the crow's nest during the trip?

Mr. JONES. Yes, sir.

Senator NEWLANDS. How many years were you a lookout?

Mr. JONES. About 12 months in the *Majestic*, and I was on the *Oceanic* before I joined this ship, on the lookout on the *Oceanic*.

Senator NEWLANDS. Is that a very trying position?

Mr. JONES. Oh, yes; we have to pass an examination for it.

Senator NEWLANDS. You have an examination for it, a test of your eyes?

Mr. JONES. Yes; by the board of trade.

Senator NEWLANDS. I suppose you get the practice from experience?

Mr. JONES. Yes, sir.

Senator NEWLANDS. Did you ever know a man to go to sleep when on the lookout?

Mr. JONES. Oh, no.

Senator NEWLANDS. Are there generally two together, or only one?

Mr. JONES. Two together.

Senator NEWLANDS. When they speak of doubling the lookout, what do they mean?

Mr. JONES. That is, we look out on the forecastle head.

Senator NEWLANDS. Where is that?

Mr. JONES. That is at the bow of the ship.

Senator NEWLANDS. Is that a better place for it than the other?

Mr. JONES. They generally put a man there when it is too foggy; an extra lookout.

Senator NEWLANDS. Would they put a man there on such a night as the night when this collision occurred?

Mr. JONES. No, sir.

Senator NEWLANDS. Do they generally put an extra lookout on the forecastle?

Mr. JONES. On the forecastle head; yes, sir. When it is calm weather, in a fog, you can go out on the forecastle head, but when it is rough, a man can not stay there, because the ship is taking too much sea. Then he is sent up on the bridge to keep a watch out.

Senator NEWLANDS. Was that night such a night as to require an extra lookout?

Mr. JONES. Oh, no.

Senator NEWLANDS. Do they have only one man on the forecastle head?

Mr. JONES. One man.

Senator NEWLANDS. Then, in addition to that, they have the two in the crow's nest?

Mr. JONES. Yes, sir.

Senator NEWLANDS. How far is the crow's nest from the forecastle head?

Mr. JONES. It would vary according to the size of the ship.

Senator NEWLANDS. I am referring to the *Titanic*.

Mr. JONES. I could not tell you. I was never in the crow's nest there.

Senator NEWLANDS. Do you suppose it would be a hundred feet?

Mr. JONES. Yes, sir. It is higher up than the bridge.

Senator NEWLANDS. I mean, from the crow's nest to the forecastle deck is how far?

Mr. JONES. I could not tell you the distance exactly.

Senator NEWLANDS. State what occurred on the night of the collision. State where you were when you felt the collision.

Mr. JONES. I was sitting in the forecastle. I heard something, just the same as a ship going through a lot of loose ice; and everybody ran on deck right away. When we went on deck we could see some ice on the deck. Then I went forward, and I could see a lot of the firemen coming up out of the forecastle; and I looked down below, and I heard a rush of water. I went down below, in No. 1, and I could see the

tarpaulin of the hatch lifting up the same as if there was air coming up there; and I went on deck then, and I could see all the firemen coming up from there. As soon as I went on deck somebody gave the order, “All hands on the bridge.” I went up there, and then we were given orders to get the boats ready.

I got the collapsible boat on the port side ready. I got my own boat, No. 8, ready. An officer sent me for a lamp, and as I was going forward there was a man coming with two or three lamps in his hand. I went back again, and this No. 8 boat was there, all swung out, and there were about 35 ladies in it. I jumped in the boat. The captain asked me was the plug in the boat, and I answered, “Yes, sir.” “All right,” he said, “Any more ladies?” There was one lady came there and left her husband. She wanted her husband to go with her, but he backed away, and the captain shouted again—in fact, twice again—“Any more ladies?” There were no more there, and he lowered away.

Senator NEWLANDS. Did this lady get in?

Mr. JONES. Yes, her and a little girl. I don’t know who she was. I don’t know her name. He told me to row for the light, and land the passengers and return to the ship. I pulled for the light, and I found that I could not get near the light, and I stood by for a little while. I wanted to return to the ship, but the ladies were frightened, and I had to carry out the captain’s orders and pull for that light; so I did so. I pulled for about two hours, and then it started to get daybreak, and we lost the light; and then all of a sudden we saw the *Carpathia* coming, and we turned right back and made for the *Carpathia*. That is all I know, sir.

Senator NEWLANDS. Who was the officer on the port side who gave you your directions?

Mr. JONES. The captain.

Senator NEWLANDS. The captain himself?

Mr. JONES. Yes, sir.

Senator NEWLANDS. How many, in all, were there in your boat?

Mr. JONES. I had 35 ladies and one sailor besides myself, and two stewards?

Senator NEWLANDS. Why did you not take more on?

Mr. JONES. I don’t know, sir. There were no more women to come in, they would not leave.

Senator NEWLANDS. Then why did you not take some men?

Mr. JONES. That is what it was; there was nobody ready to come in the boat, and they started lowering it down.

Senator NEWLANDS. Did any men offer to get in the boat?

Mr. JONES. No, sir.

Senator NEWLANDS. How many men do you regard it as safe to load in a boat of that kind from the upper deck, the boat deck?

Mr. JONES. According to what sort of falls there are. With good ropes you could take 50 or more.

Senator NEWLANDS. Fifty or more people?

Mr. JONES. Yes.

Senator NEWLANDS. Would there be any danger of the boats buckling?

Mr. JONES. Oh, no, sir.

Senator NEWLANDS. And you think you could have taken in 50?

Mr. JONES. Easy enough, sir.

Senator NEWLANDS. Those boats are supposed to accommodate 60, are they not?

Mr. JONES. Yes, sir.

Senator NEWLANDS. Or 65?

Mr. JONES. Yes, sir.

Senator NEWLANDS. Would that crowd them?

Mr. JONES. Oh, no. They were floating quite light, with what we had aboard.

Senator NEWLANDS. After you got down to the water's edge, how do you account for the fact that more men were not put in, more passengers?

Mr. JONES. If they had been down there we could have taken them.

Senator NEWLANDS. As you passed down from the boat deck, were there any open decks there from which you could have taken passengers?

Mr. JONES. No, sir; all the windows were closed.

Senator NEWLANDS. There were no windows on deck A, were there?

Mr. JONES. I do not know what they call the different decks. There were big square windows, but where we went down, there were rooms there.

Senator NEWLANDS. Did you go down from the boat deck?

Mr. JONES. Yes, sir.

Senator NEWLANDS. And the passengers got on there?

Mr. JONES. Yes; right from the boat deck.

Senator NEWLANDS. When your boat left, were there many women and children left on the ship?

Mr. JONES. I did not see any children, and very few women. There was an old lady there and an old gentleman, and she would not come in the boat.

Senator NEWLANDS. Had she got in the boat?

Mr. JONES. No; she would not come near the boat.

Senator NEWLANDS. What did she say?

Mr. JONES. She never said anything. If she said anything we could not hear it because the steam was blowing so and making such a noise.

Senator NEWLANDS. There was a great deal of noise?

Mr. JONES. Oh, yes.

Senator NEWLANDS. Did you see the first officer there?

Mr. JONES. Yes, sir; I saw him running around there.

Senator NEWLANDS. Who was he?

Mr. JONES. I do not know his name. There was the chief officer and the first officer. I had never been with these people before. Mr. Wilde was the chief officer.

Senator NEWLANDS. Did you know Mr. Ismay?

Mr. JONES. No, sir.

Senator NEWLANDS. Did you see him?

Mr. JONES. No, sir.

Senator NEWLANDS. When you got on the boat did you think the ship was sinking?

Mr. JONES. No, sir; I would not believe it.

Senator NEWLANDS. You thought the ship was unsinkable, did you?

Mr. JONES. Yes, sir; I thought so.

Senator NEWLANDS. Was that the view of the crew, generally?

Mr. JONES. Yes, sir.

Senator NEWLANDS. Did you think at that time it would be as safe to stay on the ship as to go in the boat?

Mr. JONES. I thought they were only sending us away for an hour or so, until they got squared up again.

Senator NEWLANDS. Until they got what?

Mr. JONES. Until they got her pumped out.

Senator NEWLANDS. Can you give me the names of any passengers on your boat?

Mr. JONES. One lady. She had a lot to say, and I put her to steering my boat.

Senator NEWLANDS. What was her name?

Mr. JONES. Lady Rothe. She was a countess or something.

Senator NEWLANDS. Was her husband on the boat?

Mr. JONES. No; I believe her husband was in New York.

Senator NEWLANDS. Do you know the names of any other passengers?

Mr. JONES. No, sir.

Senator NEWLANDS. Do you know the man who was the lookout?

Mr. JONES. No, sir; I only knew him by sight.

Senator NEWLANDS. There were 750 people saved in all, and of them about 210 belonged to the crew and 15 of them were stewardesses. How do you account for so large a number of the crew being saved as compared with the number of passengers?

Mr. JONES. I could not explain that, sir.

Senator NEWLANDS. You saw no men throw themselves from the ship?

Mr. JONES. No, sir.

Senator NEWLANDS. Can you tell me anything that indicated that the crew of the ship felt that the ship would not sink?

Mr. JONES. Yes, sir. The firemen brought up their bundles, not because they thought the boat was going to sink, but because they wanted to take them out of the water, as the water was coming in.

Senator NEWLANDS. They were confident that the ship would not go down?

Mr. JONES. Yes, sir; the last I saw of them they thought so—that it would not sink.

Senator NEWLANDS. And about how many boats were left on the port side when you got on your boat?

Mr. JONES. Two more after my boat, on my side.

Senator NEWLANDS. Just as soon as you got to the water, did you realize that it was a serious matter, then?

Mr. JONES. No, sir; I did not.

Senator NEWLANDS. Did you not see then that the boat was sinking by the bow?

Mr. JONES. When I saw the water coming up to the forecastle head I made sure she was going down, or something was going to happen.

Senator NEWLANDS. Did you yourself feel that the ship was in danger?

Mr. JONES. I felt so then; I did not believe it before.

Senator NEWLANDS. You saw that at the very first, did you not, after you got out in the lifeboat?

Mr. JONES. No; she took a long time before the water got there.



Senator NEWLANDS. That was when you were in your boat?

Mr. JONES. Yes; after we went away from the ship.

Senator NEWLANDS. Is there anything else you would like to say in regard to the matter?

Mr. JONES. No; I think not, sir; I have nothing more to say.

Witness excused.

The taking of testimony before Senator Perkins was begun at 5.30 o'clock p. m.

### TESTIMONY OF G. SYMONS.

[Testimony taken before Senator Perkins on behalf of the subcommittee.]

Mr. Symons was sworn by Senator Perkins.

Senator PERKINS. Where is your home port?

Mr. SYMONS. Weymouth.

Senator PERKINS. Weymouth, England?

Mr. SYMONS. Yes, sir.

Senator PERKINS. Were you a sailor on the steamer *Titanic* that went down?

Mr. SYMONS. Yes, sir.

Senator PERKINS. How long have you followed the sea?

Mr. SYMONS. Eight and a half years.

Senator PERKINS. As a sailor man?

Mr. SYMONS. Yes, sir.

Senator PERKINS. Tell me, in a general way, what happened when the ship went down, and when she was struck?

Mr. SYMONS. I was on the watch below at the time. I was asleep at the time the *Titanic* was struck.

Senator PERKINS. It was your watch hour below,?

Mr. SYMONS. Yes, sir.

I came on deck and I saw the ice, and then I dressed myself and waited.

Senator PERKINS. Which watch were you in on the ship?

Mr. SYMONS. I was on the lookout on the 8 to 10 watch. I came off at 10 o'clock.

Senator PERKINS. Were you one of the six lookout men?

Mr. SYMONS. Yes, sir.

Senator PERKINS. After she struck the iceberg you were in the bunk below?

Mr. SYMONS. Yes, sir.

Senator PERKINS. Was there much vibration to the ship?

Mr. SYMONS. No, sir; nothing to speak of, I thought. It was only a slight jar; a grinding noise.

Senator PERKINS. You state that when you came on deck there was ice on the forecastle of the *Titanic*?

Mr. SYMONS. Yes, sir; on the starboard side.

Senator PERKINS. Was there any quantity of it?

Mr. SYMONS. Not such a great quantity, sir.

Senator PERKINS. You did not think any serious injury had occurred to the ship?

Mr. SYMONS. No, sir.

Senator PERKINS. After that, what did you do?

Mr. SYMONS. I was ordered up to the boats by the boatswain.

Senator PERKINS. You were ordered up to which boats?



Mr. SYMONS. To the starboard boats. I went to No. 3 first. From there we unstripped the covers right down through.

Senator PERKINS. Who had charge of the boat?

Mr. SYMONS. No. 3?

Senator PERKINS. Yes.

Mr. SYMONS. I could not say.

Senator PERKINS. Was it one of the quartermasters?

Mr. SYMONS. I believe it was, sir. I could not say for certain. I do not know.

Senator PERKINS. Did you stay by the boat and go in her?

Mr. SYMONS. I stayed by the boats. I helped lower No. 3. From there I was sent down to No. 5.

Senator PERKINS. How many were in the boat when she was lowered?

Mr. SYMONS. I could not say for certain.

Senator PERKINS. Approximately, how many? Were there 10 or 20?

Mr. SYMONS. I should say, roughly, about 40, sir.

Senator PERKINS. There were 40 in the boat when she was swinging in the davits?

Mr. SYMONS. Yes, sir; when she was hanging in the davits.

Senator PERKINS. Who handled the falls of the boat?

Mr. SYMONS. I handled the forward fall. I could not say who handled the after fall.

Senator PERKINS. How were those boats detached from your tackle? Did you have a patent hook on your boat?

Mr. SYMONS. We had the patent levers; one in the bow and one in the stern.

Senator PERKINS. Yes. Did they work simultaneously?

Mr. SYMONS. Yes; they worked together.

Senator PERKINS. Were you in your boat?

Mr. SYMONS. No, sir; I just helped lower it.

Senator PERKINS. Then you went to what other boat?

Mr. SYMONS. I was sent to No. 5, and assisted there. I cleared the fall.

Senator PERKINS. Did you get in her?

Mr. SYMONS. No, sir.

Senator PERKINS. What boat did you go from the ship in?

Mr. SYMONS. No. 1.

Senator PERKINS. Who was in command of her?

Mr. SYMONS. I was.

Senator PERKINS. How many passengers did you have on her?

Mr. SYMONS. From 14 to 20.

Senator PERKINS. Were they passengers or crew?

Mr. SYMONS. They were passengers. At first they put in seven of the crew. There were seven men ordered in; two seamen and five firemen. They were ordered in by Mr. Murdock.

Senator PERKINS. How many did this boat carry?

Mr. SYMONS. I could not say for certain. It was one of the small accident boats.

Senator PERKINS. After she got into the water, would she take any more?

Mr. SYMONS. She would have taken more.

Senator PERKINS. How many did you have, all told?

Mr. SYMONS. I would not say for certain. It was 14 or 20. Then we were ordered away.

Senator PERKINS. You did not return to the ship again?

Mr. SYMONS. Yes; we came back after the ship was gone, and we saw nothing.

Senator PERKINS. Did you rescue anyone that was in the water?

Mr. SYMONS. No, sir; we saw nothing when we came back.

Senator PERKINS. Was there any confusion or excitement among the passengers?

Mr. SYMONS. No, sir; nothing whatever. It was just the same as if it was an every-day affair.

Senator PERKINS. Was there any rush to get into either one of these boats?

Mr. SYMONS. No, sir; I never saw it. I never saw any rush whatsoever.

Senator PERKINS. Did you hear any cries of people in the water?

Mr. SYMONS. Oh, yes, sir; I heard the cries.

Senator PERKINS. Did you say your boat could take more? Did you make any effort to get them?

Mr. SYMONS. Yes; we came back; but when we came back we did not see anybody nor hear anybody.

Senator PERKINS. Then what did you do after that?

Mr. SYMONS. After we rowed around, we rowed around and picked up with another boat, and both stuck together; one boat with a lot of people.

Senator PERKINS. Did you pass a painter from one boat to another?

Mr. SYMONS. No, sir; we went close to her. They did not want any assistance, as the women were pulling. I asked if they wanted any assistance, and they would not take it. They said they could pull through.

Senator PERKINS. Your boat could have accommodated more?

Mr. SYMONS. Yes; sir.

Senator PERKINS. How many more, probably?

Mr. SYMONS. I should say that she could have accommodated, easily, 10 more.

Senator PERKINS. And you made no effort to fill her; and you were in charge of her?

Mr. SYMONS. Yes, sir; I was. I was ordered away by Mr. Murdock, the first officer. He ordered the boat to be lowered.

Senator PERKINS. But you did not pull back to the ship again?

Mr. SYMONS. Not until she went down, sir.

Senator PERKINS. Then you went and pulled over to the ship. Where did you go after that?

Mr. SYMONS. After she got down, I went around to one of the other boats, and found she never had a sailor in her, and I accompanied that boat.

Senator PERKINS. How many sailormen did you have in your boat?

Mr. SYMONS. Two.

Senator PERKINS. And no others of the crew; no firemen or stewards?

Mr. SYMONS. No stewards whatever, sir.

Senator PERKINS. And no firemen or coal passers?

Mr. SYMONS. Yes, sir; five firemen. They were put in by Mr. Murdock.

Senator PERKINS. Before she was lowered from the davits?

Mr. SYMONS. Yes, sir.

Senator PERKINS. When were you on the lookout?

Mr. SYMONS. From 8 to 10, sir.

Senator PERKINS. Did you discover any icebergs?

Mr. SYMONS. No, sir; we had the order at 9.30 from Mr. Lightoller to keep a sharp lookout for ice, and we passed it on at 10 o'clock.

Senator PERKINS. Were you in the crow's nest?

Mr. SYMONS. Yes.

Senator PERKINS. It was a perfectly starlight night, and clear?

Mr. SYMONS. Yes; it was a very clear night.

Senator PERKINS. How was the sea?

Mr. SYMONS. It was calm, sir.

Senator PERKINS. You went from the crow's nest, after you struck the iceberg, and went down and reported to Mr. Murdock?

Mr. SYMONS. When I came from the crow's nest I went to my bunk and turned in, because it was my watch below from 10 to 2.

Senator PERKINS. Where were you when she struck the iceberg?

Mr. SYMONS. I was asleep, sir.

Senator PERKINS. You came on deck immediately?

Mr. SYMONS. Yes.

Senator PERKINS. Then were you assigned to any particular boat?

Mr. SYMONS. My name was put in for No. 1. I went into No. 1, and from there I went to the other boats.

Senator PERKINS. After the lowering; when you had assisted in lowering the other boats?

Mr. SYMONS. Yes, sir; after I had assisted in lowering the other boats, then I was ordered in my own boat.

Senator PERKINS. You say you made no attempt to save any other people after you were ordered to pull away from the ship by Mr. Murdock?

Mr. SYMONS. I pulled off, and then came back after the ship had gone down.

Senator PERKINS. And then there were no people there?

Mr. SYMONS. No, sir; I never saw any.

Senator PERKINS. Is there any other incident that you wish to state that would be of interest to the public?

Mr. SYMONS. No, sir; not that I know of.

Senator PERKINS. I would rather you would make the statement without any particular questions. You say there was no confusion, no excitement?

Mr. SYMONS. None whatever, sir; it was just the same as if it was an everyday occurrence.

Senator PERKINS. Where was the captain at this time?

Mr. SYMONS. The last I saw of him he was on the bridge, sir. That was just before I went away in boat No. 1.

Senator PERKINS. Mr. Murdock was the first officer?

Mr. SYMONS. Yes; he was in charge of the lowering of the boat.

Senator PERKINS. The captain was on the bridge?

Mr. SYMONS. The last I saw of him; yes, sir.

**TESTIMONY OF G. A. HOGG.**

[Testimony taken before Senator Perkins on behalf of the subcommittee.]

Mr. Hogg was sworn by Senator Perkins.

Senator PERKINS. Where is your home port?

Mr. HOGG. Hull, near Yorkshire.

Senator PERKINS. How long have you followed the sea?

Mr. HOGG. About 13 years, sir.

Senator PERKINS. In what capacity?

Mr. HOGG. As a sailorman.

Senator PERKINS. Have you been quartermaster or boatswain?

Mr. HOGG. I have been quartermaster in six boats. I was mate on the White Star Line; lookout man, boatswain's mate.

Senator PERKINS. Were you on the ship's articles as the lookout man in this case?

Mr. HOGG. Yes, sir.

Senator PERKINS. What watch were you on?

Mr. HOGG. My watch was from 12 to 2, sir.

Senator PERKINS. Were you in the crow's nest when the vessel struck the iceberg?

Mr. HOGG. No, sir.

Senator PERKINS. What time did she strike this iceberg?

Mr. HOGG. I woke up about 20 minutes to 12.

Senator PERKINS. You were in your bunk at that time?

Mr. HOGG. Yes, sir.

Senator PERKINS. Did you turn out?

Mr. HOGG. I turned out, with the confusion in the forecastle.

Senator PERKINS. What boat were you assigned to?

Mr. HOGG. No 6 was my boat.

Senator PERKINS. By the way, I will ask you this first: After leaving Southampton you were divided into watch and watch; and then the detail of the lookouts was also made, was it not?

Mr. HOGG. I signed on the ship as a lookout man.

Senator PERKINS. You did?

Mr. HOGG. Yes, sir.

Senator PERKINS. You received £5 a month and 10 shillings extra?

Mr. HOGG. Five pounds a month and 5 shillings extra, sir.

Senator PERKINS. And 5 shillings extra, for a lookout man?

Mr. HOGG. Yes, sir.

Senator PERKINS. Tell us, in your own way, what happened next, after the ship collided with the iceberg.

Mr. HOGG. I waked up, at 20 minutes to 12, with the confusion in the forecastle. I rushed up on the deck, and I saw there was not much confusion on deck, and I went below again, with some of my shipmates.

I asked the time, then, of my mate Evans, and he said, "It is a quarter to 12. We will get dressed and get ready to go on the lookout."

Senator PERKINS. Go on and tell us, in your own way, just what happened.

Mr. HOGG. Very good, sir. I have started it, right now.

I dressed myself, and we relieved the lookout at 12 o'clock, me and my mate Evans.

We stopped about 20 minutes, and lifted up the back cover of the nest, the weather cover, and I saw people running about with life belts on.

I went to the telephone then, to try to ring up on the bridge and ask whether I was wanted in the nest, when I saw this. I could get no answer on the telephone. Also my mate——

Senator PERKINS. Who was your shipmate?

Mr. HOGG. My shipmate was a man by the name of Evans, sir. He has gone home.

Senator PERKINS. Go ahead; continue to tell your story, as to what boat you went to, and what happened.

Mr. HOGG. Yes, sir.

I went straight on the boat deck. I assisted in starting to uncover the boats. Then I was sent for a Jacob's ladder.

Senator PERKINS. You have not said to what particular boat you were assigned?

Mr. HOGG. No. 6 was my proper boat; what I signed for.

Senator PERKINS. As to this Jacob's ladder: Did you put it over the side and go down that?

Mr. HOGG. No, sir.

Senator PERKINS. Who sent you for the Jacob's ladder?

Mr. HOGG. The boatswain. I was told to drop it. As I got past the No. 7 boat on the starboard side, Mr. Murdock, chief officer, said: "See that those plugs are in that boat." I put the plugs in, and I said: "The plugs are all correct," and I jumped out again.

Senator PERKINS. Who lowered away at the falls?

Mr. HOGG. I jumped out to assist with the falls; and he said: "You step in that boat." I said, "Very good, sir." Mr. Murdock lowered one end, and I am trying to think of the man that lowered the other end. Evans lowered the other end.

Senator PERKINS. How many people were in this other boat at this time, when it was hanging in the davits?

Mr. HOGG. As soon as I unhooked her, I mustered her people to see how many I had. I must have had 42.

Senator PERKINS. While she was hanging in the davits?

Mr. HOGG. No, sir; when I shoved away.

Senator PERKINS. When you shoved her from the ship's side?

Mr. HOGG. Yes, sir.

Senator PERKINS. This was on the port side?

Mr. HOGG. On the starboard side, sir. I asked a lady if she could steer, and she said she could. I said: "You may sit here and do this for me, and I will take the stroke oar."

I pulled a little way from the ship, about a quarter of a mile, I should think, sir. I went alongside another boat—I can not think of the number of the boat now, sir—and they transferred some of the passengers to my boat.

Senator PERKINS. You had how many, all told, then?

Mr. HOGG. I think they transferred four ladies and a baby and one gentleman—I think it was—as I wanted an extra gentleman for oar pulling.

Senator PERKINS. That made, all told, how many?

Mr. HOGG. About 47, and the ladies objected to having those men.

Senator PERKINS. This was one of the lifeboats, was it?

Mr. HOGG. It was one of the big ones; yes.

Senator PERKINS. She is measured to carry 65 people, is she not?

Mr. HOGG. I could not answer that, sir. I did not know at the time what they were capable of carrying.

Senator PERKINS. She rode the sea cleverly? It was smooth, though.

Mr. HOGG. It was very, very smooth, sir. The sea was very smooth.

Senator PERKINS. Of your own judgment as a sailor man, would you have permitted any more people to get into the boat if they had been alongside of you?

Mr. HOGG. Yes, sir.

Senator PERKINS. You were ordered to pull away from the ship?

Mr. HOGG. Yes, sir; I was ordered to pull away from the ship for safety, for the time being. One lady said I should not take any more in that boat. I said: “I will take all I can get.”

Senator PERKINS. Go on with your story. Tell us the balance of that.

Mr. HOGG. I stopped alongside those two. As soon as she went down, I went to try to assist them in picking up anybody if I could.

I met another boat on my way, and they said to pull away. They said: “We have done all in our power and we can not do any more.” I can not remember the number of the boat or who the man was who spoke to me. I laid off, then, until I saw the lights of the *Carpathia*.

Senator PERKINS. But you pulled around in search of other people?

Mr. HOGG. I pulled around in search of other people before I could pull to the wreck. One man said: “We have done our best. There are no more people around. We have pulled all around.” I said: “Very good. We will get away now.”

Senator PERKINS. And you were then within about half a mile of the *Titanic*?

Mr. HOGG. About that, sir.

Senator PERKINS. From what quarter was the wind drawing then?

Mr. HOGG. I did not exactly take notice, sir.

Senator PERKINS. Was it cold?

Mr. HOGG. It was bitter cold.

Senator PERKINS. There was quite a ripple on the water?

Mr. HOGG. Not a ripple on the water, sir. It was as smooth as glass.

Senator PERKINS. After that, what did you do?

Mr. HOGG. I saw the lights of the *Carpathia*. I said: “It is all right, now, ladies. Do not grieve. We are picked up. Now, gentlemen, see what you can do in pulling these oars for this light.” It was practically daylight then. Then the passengers could see for themselves that there was a ship there. I pulled up and went alongside, and I assisted in putting a bowline around all the ladies, to haul them up aboard. After I saw all aboard the boat, me and my friend went aboard, and I put some blankets around myself and went to sleep.

Senator PERKINS. After this accident happened, you pulled away, and did all you could to save life?

Mr. HOGG. I thought of suction, first.

Senator PERKINS. Yes. I understand that you did not think the ship was mortally hurt?

Mr. HOGG. I did not think so at the time, sir, or I should not have remained in the position I was in.

Senator PERKINS. Did you see the *Titanic* disappear?

Mr. HOGG. Yes, sir.

Senator PERKINS. What was her position when she went down?

Mr. HOGG. She seemed to go down by the head, sir.

Senator PERKINS. At an angle of how many degrees?

Mr. HOGG. Oh, her stern was well up in the air as she went down.

Senator PERKINS. You are a sailor man of a great deal of experience. In your opinion was everything done that could have been done to save life and property for the officers and men on that ship?

Mr. HOGG. Everything was done, as far as I can see, sir. Everybody did their best, ladies and gentlemen and sailormen.

Senator PERKINS. Was there any other incident that you can think of that would be of interest to the public?

Mr. HOGG. No, sir.

### TESTIMONY OF WALTER JOHN PERKIS.

[Testimony taken before Senator Perkins on behalf of the subcommittee.]

Mr. Perkis was sworn by Senator Perkins.

Senator PERKINS. What is your home port?

Mr. PERKIS. In the town of Ryde, Isle of Wight.

Senator PERKINS. How long have you followed the sea?

Mr. PERKIS. Ever since I was 16 years of age.

Senator PERKINS. How old are you?

Mr. PERKIS. Thirty-nine years of age.

Senator PERKINS. In what capacities have you served?

Mr. PERKIS. As a sailor, all the time, sir.

Senator PERKINS. Were you a quartermaster or a boatswain?

Mr. PERKIS. I have been a quartermaster and an able seaman.

Senator PERKINS. You were not one of the lookout men?

Mr. PERKIS. I have been on the lookout in White Star ships.

Senator PERKINS. But you were not on this voyage?

Mr. PERKIS. No, sir.

Senator PERKINS. Where were you when the collision took place?

Mr. PERKIS. I had turned in, sir; I was in the watch below.

Senator PERKINS. You were in the watch below at what time?

Mr. PERKIS. From 8 to 12.

Senator PERKINS. You were one of the men for the first dog watch, from 4 to 6 o'clock?

Mr. PERKIS. No, sir; from 6 to 8; the last dog watch I had on deck.

Senator PERKINS. How many men were detailed for duty on deck aside from those on the lookout?

Mr. PERKIS. There is a watch on deck.

Senator PERKINS. How many was the watch composed of?

Mr. PERKIS. I could not tell you exactly, sir.

Senator PERKINS. It was given out that there were 83 sailormen on the ship. It was testified to before the committee here that there were 83 sailormen.

Mr. PERKIS. I could not answer as to that.

Senator PERKINS. How many were there in your watch?

Mr. PERKIS. There were three in my watch; and three quartermasters in the watch below.



Senator PERKINS. Were you one of the quartermasters?

Mr. PERKIS. Yes, sir.

Senator PERKINS. I did not understand that you were. Then, after you turned out the same as the other men, what occurred?

Mr. PERKIS. I turned out after being called by the joiner of the ship. He came to the room and told us we had better turn out.

Senator PERKINS. The joiner or carpenter of the ship told you that?

Mr. PERKIS. Yes, sir. He told us, then, that we had struck something. I took no notice of it. I stayed there until I thought it was time to turn out to relieve the deck at 12 o'clock.

Senator PERKINS. Did you not feel the jar of the ship when she struck the iceberg?

Mr. PERKIS. No, sir; I did not feel anything at all.

Senator PERKINS. When you got on deck, what was the number of the boat you were assigned to?

Mr. PERKIS. No. 4.

Senator PERKINS. Who gave you orders to take to her, Mr. Murdock?

Mr. PERKIS. No, sir; there was nobody. The boat was lowered. I lowered No. 4 into the water, and left that boat, and walked aft; and I came back, and a man that was in the boat, one of the seamen that was in the boat at the time, sung out to me, "We need another hand down here." So I slid down the life line there from the davit into the boat.

Senator PERKINS. How far is the distance from the upper deck down to the water?

Mr. PERKIS. About seventy-odd feet.

Senator PERKINS. And you went hand over hand down?

Mr. PERKIS. Down the life line; yes, sir.

Senator PERKINS. It is quite a distance to go down in that way. You were a quartermaster?

Mr. PERKIS. Yes, sir.

Senator PERKINS. You had charge of the boat, did you not?

Mr. PERKIS. I took charge of the boat after I got in.

Senator PERKINS. How many sailor men were aboard of her?

Mr. PERKIS. We left the ship with three sailormen, sir, two and myself.

Senator PERKINS. How many were there when you lowered her down from the davits?

Mr. PERKIS. One man was lowered in the boat?

Senator PERKINS. How many passengers?

Mr. PERKIS. All the passengers were lowered in the boat from the davits.

Senator PERKINS. How many passengers did you have in the boat at this time?

Mr. PERKIS. I should say about 42.

Senator PERKINS. Forty-two, all told?

Mr. PERKIS. Yes, sir.

Senator PERKINS. That is, besides the three sailor men?

Mr. PERKIS. That is, including all hands.

Senator PERKINS. Did you take up any more people afterwards?

Mr. PERKIS. Yes, sir.

Senator PERKINS. Where did you get them?

Mr. PERKIS. We picked up eight, sir.

Senator PERKINS. You picked up eight men that were swimming with life preservers?

Mr. PERKIS. Yes, sir.

Senator PERKINS. How far was this away from the ship?

Mr. PERKIS. I should say about the length of the ship away, sir.

Senator PERKINS. That was soon after you went down into the boat, then?

Mr. PERKIS. Yes, sir.

Senator PERKINS. What number did your boat get away? How many boats did you get away from the ship first?

Mr. PERKIS. No 4 was the boat I got away in; the last big boat on the port side to leave the ship.

Senator PERKINS. You picked up eight in the water?

Mr. PERKIS. Yes; and two died afterwards, in the boat.

Senator PERKINS. Were they passengers or men of the crew?

Mr. PERKIS. No, sir; one was a fireman and one was a steward.

Senator PERKINS. The others were all passengers?

Mr. PERKIS. Yes, sir.

Senator PERKINS. Tell us what you did after that.

Mr. PERKIS. After that, after we had picked up the men, I could not hear any more cries anywhere. Everything was over. I waited then until daylight, or just before daylight, when we saw the lights of the *Carpathia*.

Senator PERKINS. Did you see the *Titanic* go down?

Mr. PERKIS. Yes, sir.

Senator PERKINS. And you were how far from her at that time?

Mr. PERKIS. Six lengths from her, sir.

Senator PERKINS. Did you feel any suction?

Mr. PERKIS. No, sir.

Senator PERKINS. You heard the cries of the people around her?

Mr. PERKIS. Yes, sir; and we picked up eight out of the water.

Senator PERKINS. Did those people have life preservers on?

Mr. PERKIS. Yes, sir.

Senator PERKINS. All eight persons had life preservers on?

Mr. PERKIS. Yes, sir.

Senator PERKINS. Could you not have found more of them?

Mr. PERKIS. We stopped picking up. The last man we picked up, we heard a cry, and we did not hear any more cries after we had picked up the last man.

Senator PERKINS. How was the discipline on board ship?

Mr. PERKIS. Excellent, sir.

Senator PERKINS. Every man knew his station and took it?

Mr. PERKIS. Every man knew his station and took it.

Senator PERKINS. Was there any excitement among the crew?

Mr. PERKIS. No, sir; none whatever.

Senator PERKINS. Or among the officers?

Mr. PERKIS. None at all, sir.

Senator PERKINS. Or among the firemen or stewards?

Mr. PERKIS. No, sir; they conducted themselves the same as they would if it were an ordinary everyday occurrence.

Senator PERKINS. Is there any particular incident that occurred that the public would be interested in knowing that you can relate to us?

Mr. PERKIS. No, sir.

Senator PERKINS. All three of you seem to be pretty capable young men, and have had a good deal of experience at sea, and yet you have never been wrecked?

Mr. PERKIS. Yes, sir.

Senator PERKINS. Is there any other one of you who has been in a shipwreck?

Mr. HOGG. I have been in a collision, Senator, but with no loss of life.

Senator PERKINS. On the lookout in the crow's nest did you see any ice?

Mr. HOGG. No, sir; I never seen any ice when I relieved that lookout.

Senator PERKINS. Were instructions given you to keep a sharp lookout?

Mr. HOGG. When I relieved the lookout at 12 o'clock that night I had instructions from my relief.

Senator PERKINS. You men have all had experience, more or less, as lookouts. Is it customary to furnish you with night glasses?

Mr. HOGG. We never had night glasses.

Senator PERKINS. Just the naked eye?

Mr. HOGG. Just the naked eye. I have always had night glasses in the White Star boats. I asked for the glasses, and I did not see why I should not have them. I had them from Belfast to Southampton; but from Southampton to where the accident occurred we never had them.

Senator PERKINS. You were instructed to report immediately to the officer on the bridge anything that occurred or any object on the horizon?

Mr. HOGG. No, sir. I asked for the glasses several times.

Senator PERKINS. What were your instructions when you went into the crow's nest, given to you by the officer?

Mr. HOGG. None; but my opposite member gave me instructions, "Keep a lookout for ice."

Senator PERKINS. When you saw the ice ahead, you struck three bells?

Mr. HOGG. The last lookout, the 6 to 8, was my lookout.

Senator PERKINS. That is the last dog watch.

Mr. HOGG. I got a warning, then, to keep a sharp lookout for ice, and I said, "Very good."

Senator PERKINS. Did you discover any ice?

Mr. HOGG. None, sir. It was very, very cold, and I said "There is plenty of ice about here, because it is so cold." That is what I said to my mate.

Senator PERKINS. How far is the foremast, that the crow's nest is on, from the bridge? What is the distance.

Mr. HOGG. I am not good at judging distances, sir.

Senator PERKINS. You know pretty nearly? This room, perhaps, is 30 feet long. Was it as far as from this door to that window [indicating]?

Mr. HOGG. I could not swear to that. I should think, however, that it was about 50 feet. That is what I should think about it. I could not swear to it.

Senator PERKINS. There was a telephone from the crow's nest to the officer on the bridge?

Mr. HOGG. Yes, sir.

Senator PERKINS. Was the telephone always in working order?

Mr. HOGG. The telephone was in working order; yes, sir.

Senator PERKINS. And where they had no telephone, then you hailed, with calls to the bridge?

Mr. HOGG. No, sir; we struck a bell. We never used the phone, only in going into harbors, or into ports, or in the case of anything serious.

Senator PERKINS. And you struck the bell every half hour?

Mr. HOGG. Yes. And for reporting ships you struck one, port; two, starboard; and three, right ahead.

Senator PERKINS. That is your signal to the bridge, which is understood, of course?

Mr. HOGG. Yes, sir; that is the signal that you have seen something.

Senator PERKINS. Yes.

Can either one of you men suggest anything by which this accident could have been avoided, or by which more lives could have been saved? You are all good sailormen, and have had large experience. Could anything have been done to save more lives than were saved?

Mr. HOGG. No, sir. The only thing I can suggest is in regard to the glasses. If we had had the glasses, we might have seen the berg before?

Senator PERKINS. The officers on the bridge had glasses?

Mr. HOGG. They had, yes, sir.

Mr. SYMONS. It is always customary to have glasses in the crow's nest.

Senator PERKINS. That has been the custom of the White Star Line?

Mr. SYMONS. Yes. I served three years and five months on the *Oceanic*, and they had glasses all the time.

Senator PERKINS. Did she belong to the White Star Line?

Mr. SYMONS. Yes, sir.

Senator PERKINS. Also in regard to other ships, do you know?

Mr. SYMONS. As far as I have heard from other people, they have glasses in all the other ships.

Senator PERKINS. Your eyes were tested, were they?

Mr. SYMONS. Last September they were tested by the board of trade by the new test, the latest test out.

Senator PERKINS. They gave you a certificate that you were qualified as a good lookout?

Mr. SYMONS. Yes, sir.

Senator PERKINS. And it was the same way with both of you men?

Mr. HOGG. Yes; about two months ago, I think, my eyes were tested.

Senator PERKINS. In an ordinary way, can you not see better with your plain eyes than you can with artificial glasses?

Mr. HOGG. But the idea of the glasses, sir, is that if you happen to see something on the horizon you can pick your ship out, if it is a ship, for instance.

Senator PERKINS. As soon as you see anything, you signal the officer on the bridge, do you not?

Mr. HOGG. Yes, sir; you would strike the bell. But you would make sure, if you had the glasses that it was a vessel and not a piece of cloud on the horizon.

On a very nice night, with the stars shining, sometimes you might think it was a ship when it was a star on the horizon. If you had glasses, you could soon find out whether it was a ship or not.

Senator SMITH. As soon as you discover anything unusual, however, you call the attention of the officer on the bridge to it, do you not?

Mr. HOGG. Quite so.

Senator PERKINS. And he has glasses, of course?

Mr. HOGG. He has glasses, sir; yes, sir.

Senator PERKINS. Is there anything that you want to state that could have been done to save these people, aside from that?

Mr. HOGG. That is all that I can suggest.

Senator PERKINS. If you had had life rafts on board more could have been saved, could they not?

Mr. HOGG. If we had had more boats I dare say that we could have got away with a lot more.

Senator PERKINS. The general feeling, though, you said, was that the ship was safe, and that she was not going to sink. What was the general opinion that prevailed as to the seaworthiness of the ship?

Mr. HOGG. I should say that I never thought she was going to sink. I went to relieve the lookout 20 minutes after accident. I thought she was not going down.

Senator PERKINS. There was a general feeling of confidence among the sailormen that she was perfectly secure?

Mr. HOGG. Yes, sir.

Senator PERKINS. And unsinkable?

Mr. HOGG. Yes, sir; that she was unsinkable.

Senator PERKINS. Unless you have something more to state that you think will throw light on this subject, that will be all; and we thank you for what you have said.

Mr. HOGG. That is all I have to say, except this: I think all the women ought to have a gold medal on their breasts. God bless them. I will always raise my hat to a woman, after what I saw.

Senator PERKINS. What country women were they?

Mr. HOGG. They were American women that I had in mind. They were all Americans.

Senator PERKINS. Did they man the oars? Did they take the oars and pull?

Mr. HOGG. Yes, sir. I took the oar all the time, myself, and one lady steered. Then I got another lady to steer, and she gave me a hand on the oar, to keep herself warm.

Senator PERKINS. One of the boats picked up a lot of people that were on the upturned collapsible boat?

Mr. HOGG. I did not see that. I believe that is so.

Senator PERKINS. You people had no buoy, nor anything but the life preservers that you picked up?

Mr. HOGG. That is all.

Senator PERKINS. Is there anything else that you can think of, any recommendation or suggestion that you have to make? If so, we would like to have you do so.

Mr. HOGG. That is all, sir.

Senator PERKINS. I say that because you are good practical men, and have had a great deal of experience.

I thank you very much. We will excuse you now. That is all. To-morrow morning we will take up this matter, and probably you can go home. You want to go home to England, all of you, do you?

Mr. HOGG. Yes, sir; we are all married men, waiting to get back home.

Senator PERKINS. Are you a married man, Mr. Symons?

Mr. SYMONS. No, sir; but I have my mother and father waiting for me.

Senator PERKINS. You are a married man, Mr. Hogg?

Mr. HOGG. Yes, sir.

Senator PERKINS. And you have a wife and children?

Mr. HOGG. Yes, sir.

Senator PERKINS. How many children?

Mr. HOGG. Two, sir.

Senator PERKINS. Your home is in Hull, also?

Mr. HOGG. All my people are there, but my wife is in Southampton. I make Southampton my home now. I married a Hampshire woman.

Senator PERKINS. I thank you very much for your statement.

There is one other thing I wanted to ask. Are you all temperate men? I want to ask whether there was any drunkenness among any of the crew?

Mr. SYMONS. None whatever, sir.

Senator PERKINS. You are personally acquainted with the habits of the crew. Were there any drinking men among them?

Mr. SYMONS. We never allowed it to be served on board the ship, sir.

Senator PERKINS. No liquor whatever was allowed to be served to them?

Mr. SYMONS. No, sir.

Senator PERKINS. There was none in the forecastle or in the mess room with you?

Mr. SYMONS. No, sir.

Senator PERKINS. You never saw a man under the influence of liquor on the voyage?

Mr. HOGG. No sir; I do not see where they could get it from.

Senator PERKINS. None was permitted or allowed on board?

Mr. HOGG. No, sir.

Senator PERKINS. One of you has stated that his boat picked up eight people and the other that he did not pick up any. Could you not have picked up some people just as well as this other man? Could you not have done it just as well as this other man?

Mr. HOGG. I wanted to assist in picking up people, but I had an order from the boat: "We have done our best; go on to the *Carpathia*; we have picked up all we can find;" and I said "Very good."

Senator PERKINS. Who gave you that order?

Mr. HOGG. Somebody in the boat—I do not know who it was—said not to take any more, that we had done our best.

Senator PERKINS. I merely asked the question because of the natural thought that if one boat picked up eight persons, the other boat might have been able to do so.

You did not get any orders, Mr. Symons, not to pick up any more people?

Mr. SYMONS. No, sir; there were no more around about where I was.



Senator PERKINS. Were those two boats the same size?

Mr. HOGG. They were the same size.

Senator PERKINS. As I understand, one of the boats had more packed into it than the other.

As I understand it, Mr. Symons pulled away from the ship; and then, when he came back there, they picked up all the people there were around.

Whereupon, at 6 o'clock p. m., the taking of testimony before Senator Perkins was concluded.

### TESTIMONY OF JOHN HARDY.

[Testimony taken separately before Senator Fletcher on behalf of the subcommittee.]

The witness was duly sworn by Senator Fletcher.

Senator FLETCHER. Will you state your full name?

Mr. HARDY. John Hardy, sir.

Senator FLETCHER. Where do you reside?

Mr. HARDY. Oakleigh, Holy Rood Avenue, Highfield, Southampton.

Senator FLETCHER. What is your age, Mr. Hardy?

Mr. HARDY. I am 36 years old.

Senator FLETCHER. Are you married or single?

Mr. HARDY. I am married. I have a wife and two children.

Senator FLETCHER. How long have you followed the sea?

Mr. HARDY. I have been 14 years at sea.

Senator FLETCHER. What is your position now?

Mr. HARDY. Now and for the last seven years I have been chief steward, second class.

Senator FLETCHER. With what company are you employed?

Mr. HARDY. I have in the White Star Line service for 12 years past.

Senator FLETCHER. With what ships were you employed?

Mr. HARDY. I was with the *Majestic*, the *Adriatic*, the *Olympic*, the *Teutonic*, and the *Titanic*.

Senator FLETCHER. When did you ship with the *Titanic*?

Mr. HARDY. I shipped with the *Titanic* on her last voyage.

Senator FLETCHER. In what capacity?

Mr. HARDY. As second-class steward.

Senator FLETCHER. Did anything unusual occur on that voyage?

Mr. HARDY. Nothing unusual occurred until we struck the iceberg.

Senator FLETCHER. What were your duties?

Mr. HARDY. My duties were to be around the ship until 11 o'clock at night, when I would see to the closing up of the rooms and the turning out of the lights.

Senator FLETCHER. You may begin now at the time of the collision of the *Titanic* with the iceberg, and state fully what happened?

Mr. HARDY. I did not retire until 25 minutes after 11. I went down to my room after going around the ship and seeing that all the unnecessary lights were out. I went to my room and stripped and turned in. I had not been in more than five minutes before I heard this slight shock. I got up and slipped on my pants and coat over my pajamas and went on deck to see what the trouble was. I got on



deck and could not see anything, and I went below again and turned in again within about 10 minutes after I had gone on deck.

Senator FLETCHER. What deck?

Mr. HARDY. I had gone up then to B deck to look over the ship's side to see if I could see anything. I could not see anything and I went below and retired again and was reading a few minutes when the chief first-class steward came to my room and asked me to get up, as he thought it was pretty serious, that she was making water forward. I went with him forward to see what water she was making, and on my return to my end of the ship I met Purser Barker.

Senator FLETCHER. Who was he?

Mr. HARDY. Purser Barker. He advised me or told me to get the people on deck with their life belts on as a precaution. Immediately I sent down for all hands to come up. The stewards were interested in their own cabins, because they had all retired, and the middle watch came on at 12. They all came along, and I went among the people and told those people to go on deck with their life belts on, and we assisted the ladies with the belts, those that hadn't their husbands with them, and we assisted in getting the children out of bed. I also aroused the stewardesses to assist them. The whole of the men came, and they assisted me in going around calling the different passengers.

Senator FLETCHER. On which deck? Was it on just the one deck?

Mr. HARDY. On all the decks, sir; D, E, and F.

Senator FLETCHER. How many men did you have?

Mr. HARDY. I had 12. The whole class numbered 70, which, of course, they were not interested in bedrooms, consequently it is only the bedroom stewards that would be interested in the rooms. We commenced to close the water-tight doors on F deck. I assisted the bedroom stewards also in sending the people up through the companionways to the upper decks.

Senator FLETCHER. Who told you to close the water-tight doors?

Mr. HARDY. We had this order also from Mr. Barker, when he told me to rouse the people as a precaution.

I got them all up on the outer decks, and they were grouped about the ship in different parts, and I went to my station at the boat, which was boat 1, on the starboard side. I saw that lowered before I myself got there; that is, I myself did not get into it, as there was no room. By that time all the starboard boats had gone, and I went over to the port side and assisted the ladies and children in getting into the boats, and finally I was working on deck until the last collapsible boat was launched.

Senator FLETCHER. Where was that located?

Mr. HARDY. Right forward, on the port side. We launched this filled with passengers. We launched the boat parallel with the ship's side, and Mr. Lightoller and myself, two sailors, and two firemen—the two sailors were rigging the poles and getting them in working order and Mr. Lightoller and myself loaded the boat. When the boat was full, Mr. Lightoller was in the boat with me; and the chief officer came along and asked if the boat was full, and he said yes. He said he would step out himself and make room for somebody else, and he stepped back on board the ship and asked if I could row. I told him I could, and I went away in that boat.

We lowered away and got to the water, and the ship was then at a heavy list to port by the time we commenced to lower away.

We got clear of the ship and rowed out some little distance from her, and finally we all got together, about seven boats of us, and I remember quite distinctly Boatswain Lowe telling us to tie up to each other, as we would be better seen and could keep better together. Then Officer Lowe, having a full complement of passengers in his boat, distributed among us what he had, our boat taking 10. We had 25 already, and that number made 35.

Officer Lowe then returned with his crew back to the ship to pick up all he could. I found out afterwards he had picked up some. We hung around then until dawn, until we sighted the *Carpathia*, pulling now and again. We were towed up by Mr. Lowe with a sail to the *Carpathia*, not having enough men in the boat to pull. There was only just this quartermaster and myself, two firemen, and about four gentlemen passengers, and the balance were women and children.

Senator FLETCHER. Do you know the names of the quartermaster and firemen?

Mr. HARDY. I do not know the names of the firemen, but Bright was the quartermaster, and he took the tiller. He was using an oar to steer by. I myself pulled with all my might.

Senator FLETCHER. Do you know the names of any of the passengers?

Mr. HARDY. No, sir; I do not. They were all strangers to me. There were a number of third-class passengers, that were Syrians, in the bottom of the boat, chattering the whole night in their strange language.

Senator FLETCHER. Then you were taken aboard the *Carpathia*?

Mr. HARDY. Yes, sir.

Senator FLETCHER. What boat had been unloaded before you got to the *Carpathia*?

Mr. HARDY. Five or six of them, or possibly more. We were some of the last.

Senator FLETCHER. How many boats had been lowered before you lowered the collapsible?

Mr. HARDY. All the lifeboats had been lowered and had left the ship.

Senator FLETCHER. All of the lifeboats?

Mr. HARDY. Yes, sir.

Senator FLETCHER. And the sea boats?

Mr. HARDY. They are lifeboats. Those are the wooden boats.

Senator FLETCHER. Had the other collapsibles gone?

Mr. HARDY. From the port side?

Senator FLETCHER. Yes.

Mr. HARDY. I do not know that.

Senator FLETCHER. This was on the starboard side?

Mr. HARDY. I came in the last collapsible boat that left the ship and, greatly to my surprise, when I got on the *Carpathia* I saw Officer Lightoller coming in the following afternoon. When he stepped from this collapsible boat, I was sure he had gone down in the ship and I was greatly surprised when I saw him on the *Carpathia*.

Senator FLETCHER. Did you see Mr. Ismay at any time?

Mr. HARDY. I never saw Mr. Ismay from Southampton until to-day in this building.

Senator FLETCHER. You did not even see him on board the *Carpathia*?

Mr. HARDY. No; I did not see him. I was in the second class and more interested in the second class, and was doing all I could to pacify them.

Senator FLETCHER. Did you take in that collapsible boat all the people that you could take on her or that were there?

Mr. HARDY. From where?

Senator FLETCHER. From the *Titanic*, when you were lowered away.

Mr. HARDY. Yes; and we took 10 off the other boat.

Senator FLETCHER. I mean when you lowered away from the ship did you take all that she would hold safely or all who were there.

Mr. HARDY. We took all who were there. There was nobody to lower the afterfall until Mr. Lightoller went aboard to do it himself.

Senator FLETCHER. Were there passengers on board the ship standing there trying to get on board the lifeboat?

Mr. HARDY. There was nobody on board, because we could not get our collapsible boat lowered from one end of it. The forward part of the collapsible boat was lowered, but there was nobody there to lower the afterend, which you will find in Mr. Bright's evidence. Mr. Lightoller stepped from the collapsible boat aboard the ship again and did it himself.

Senator FLETCHER. There were no women and children there?

Mr. HARDY. No, sir; not in sight at all. There was nobody to lower the boat.

Senator FLETCHER. The women and children could not lower it?

Mr. HARDY. No, sir.

Senator FLETCHER. There were no men passengers there on the deck?

Mr. HARDY. No, sir; not when we were ready to lower the boat.

Senator FLETCHER. When you were ready to lower that boat every passenger in your vicinity had gone?

Mr. HARDY. Yes, sir; they had gone.

Senator FLETCHER. Which way had they gone?

Mr. HARDY. I could not say.

Senator FLETCHER. Did you see passengers on the decks?

Mr. HARDY. Afterwards?

Senator FLETCHER. Yes.

Mr. HARDY. We were too near the water when we lowered away. We were not more than 40 feet from the water when we lowered.

Senator FLETCHER. Did you hear any passengers calling out on deck at the time you were lowered, or before, trying to get into the boat?

Mr. HARDY. We picked up the husband of a wife that we had taken off in the load in the boat. The gentleman took to the water and climbed in the boat after we had lowered it.

I remember that quite distinctly.

Senator FLETCHER. You mean you took a woman on board the boat——

Mr. HARDY. Before we lowered. Her husband took to the water.

Senator FLETCHER. Jumped in the water?

Mr. HARDY. Yes; and climbed in the boat when we were afloat.

Senator FLETCHER. Do you know who he was?

Mr. HARDY. I know the gentleman—but I do not know his name—because he sat there, wringing wet, alongside of me, helping me row.

Senator FLETCHER. Did you see him afterwards on the *Carpathia*?

Mr. HARDY. Yes, sir.

Senator FLETCHER. What became of him; do you know?

Mr. HARDY. No, sir; I do not know, sir.

Senator FLETCHER. Was he an American?

Mr. HARDY. Yes, sir; an American gentleman.

Senator FLETCHER. Did you see any icebergs?

Mr. HARDY. At daylight we did; quite a lot.

Senator FLETCHER. How many?

Mr. HARDY. I should think there was, in my judgment, 5 or 6 miles of field ice, and any number of bergs. I could see them from the *Carpathia*.

Senator FLETCHER. You did not see any bergs until after you were on the *Carpathia*?

Mr. HARDY. No, sir; I did not see one.

Senator FLETCHER. How far away were you when the *Titanic* went down?

Mr. HARDY. We could get a full view of her, unfortunately.

Senator FLETCHER. You could get a full view?

Mr. HARDY. Yes, sir.

Senator FLETCHER. In what way did she go down?

Mr. HARDY. She went down head first.

Senator FLETCHER. The stern almost perpendicular?

Mr. HARDY. Not perpendicular, but almost. Her stern was right out of the water.

Senator FLETCHER. Did you see any passengers then on her?

Mr. HARDY. We were too far away for that and it was too dark.

Senator FLETCHER. Could you hear any cries?

Mr. HARDY. Yes; I did, sir.

Senator FLETCHER. After she went down or before?

Mr. HARDY. After she went down.

Senator FLETCHER. None before?

Mr. HARDY. No, sir.

Senator FLETCHER. Was there anything like a panic on board the ship?

Mr. HARDY. Not at all, because everybody had full confidence that the ship would float.

Senator FLETCHER. Up to what time; up to the time your boat left?

Mr. HARDY. Up to the time my boat left. She began to list before we left her.

Senator FLETCHER. People even then thought she would float?

Mr. HARDY. Of course I had great respect and great regard for Chief Officer Murdock, and I was walking along the deck forward with him, and he said, “I believe she is gone, Hardy”; and that is the only time I thought she might sink; when he said that.

Senator FLETCHER. How long was that before your boat was lowered?

Mr. HARDY. It was a good half hour, I should say, sir.

Senator FLETCHER. Where did he go then, do you know?

Mr. HARDY. He was walking toward the afterpart of the deck. That was before all the boats had gone.

Senator FLETCHER. He superintended the loading of the boats?

Mr. HARDY. Yes, sir; he went to see if a particular boat was properly manned.

Senator FLETCHER. When you left the ship you thought she was going to sink?

Mr. HARDY. When I left the ship?

Senator FLETCHER. Yes.

Mr. HARDY. Yes; it began to get serious. I still had confidence the thing would float, though, sir, without a doubt.

Senator FLETCHER. You could have carried more people in your boat?

Mr. HARDY. Evidently, for we took on 10 more outside.

Senator FLETCHER. You can not lower a boat with quite as many people in it as you can float?

Mr. HARDY. I can not say that. Of course they are only frail things.

Senator FLETCHER. If there had been people there trying to get in, you would have taken them in, would you not?

Mr. HARDY. Without a doubt. Mr. Lightoller stepped right back aboard the ship to make room for somebody else.

Senator FLETCHER. Where were all the passengers, these 1,600 people?

Mr. HARDY. They must have been between decks or on the deck below or on the other side of the ship. I can not conceive where they were.

Senator FLETCHER. Was there any drinking among the stewards or any portion of the crew that night?

Mr. HARDY. Not to my knowledge, sir. In the first place, the crew could not afford to buy drinks. There is no other means of getting it but to buy it, so a man would not be in a position to do it if he drank.

Senator FLETCHER. You did not see any members of the crew under the influence of liquor?

Mr. HARDY. That is impossible to think, that is impossible to suggest, that men drink while at sea; because in the first place, if it was possible for a man to want it he could not afford to buy it; and there is no hope for him to get it, because he would not be served, anyway.

Senator FLETCHER. Where was your berth located?

Mr. HARDY. Where was my room located?

Senator FLETCHER. Yes.

Mr. HARDY. Just beyond the engine room, aft; just a little farther aft than——

Senator FLETCHER (interposing). On what deck?

Mr. HARDY. E deck, right amidships, as near amidships as possible.

Senator FLETCHER. Did you see any water coming in anywhere?

Mr. HARDY. Not until I went forward to see. Then I did not see it, in fact; I could only hear it.

Senator FLETCHER. You could hear it?

Mr. HARDY. Yes, sir.

Senator FLETCHER. Was it pouring in in great volume?

Mr. HARDY. It was making too much noise to come in-in any great volume.

Senator FLETCHER. How do you mean?

Mr. HARDY. The fall of the water was not like a volume. It was coming in fast, but you could hear it falling, which, if you get a body of water—it was continuous—this flow of water that I heard. Of course it was gradually coming up. We could see it coming up the stairs gradually.

Senator FLETCHER. Where did you see it coming in or hear it coming in?

Mr. HARDY. On the port side.

Senator FLETCHER. Which side was struck—the starboard side?

Mr. HARDY. On the starboard side, I meant. I beg your pardon; yes.

Senator FLETCHER. You saw it on the starboard side, then?

Mr. HARDY. Yes.

Senator FLETCHER. Did you see the iceberg which she struck?

Mr. HARDY. No; and I went up within two or three minutes afterwards and did not see it.

Senator FLETCHER. When did you first know she had struck an iceberg?

Mr. HARDY. Only through hearsay.

Senator FLETCHER. You did not see any ice on the decks anywhere?

Mr. HARDY. No, sir; it was too dark. Our duty does not take us on deck at all. We are intrusted with the passengers, and that keeps us fully employed.

Senator FLETCHER. How many people did you arouse?

Mr. HARDY. The method I used was to just open the doors and throw them back, and go right on down through the rooms myself.

Senator FLETCHER. What did you say?

Mr. HARDY. Just, “Everybody on deck with life belts on, at once.”

Senator FLETCHER. You gave that order?

Mr. HARDY. Yes, sir; myself.

Senator FLETCHER. How many doors do you think you opened?

Mr. HARDY. I should think 20 or 24. Before I got there the men were along doing the same thing, the bedroom stewards. They all went into their own sets of rooms. They each have a set of rooms to look after.

Senator FLETCHER. How many bedroom stewards were there?

Mr. HARDY. Twelve, sir.

Senator FLETCHER. Was that sufficient to arouse all the passengers on the boat?

Mr. HARDY. Oh, yes; because a man has no more than 12 rooms. That was early. By the time these men were along it was about a quarter to 12, I should say.

The way we work on board ship, all unnecessary lights are out at 11, and then there are four bedroom stewards kept on from 11 until 12. That is only one hour. Then two bedroom stewards come along for the middle watch, from 12 until 4 in the morning. Then they are relieved at half past 5 by all hands for the day, until the following night.

Senator FLETCHER. This collision occurred before 12 o’clock?

Mr. HARDY. Just between 11 and 12; 25 minutes to 12, I should say.

Senator FLETCHER. You began giving this alarm about what time after the collision?



Mr. HARDY. I should think about between 20 minutes and a quarter to 12. I sent for all hands at once.

Senator FLETCHER. That was immediately after the collision?

Mr. HARDY. Yes, sir.

Senator FLETCHER. The order came to you then?

Mr. HARDY. I could prove positively, but there is not a bedroom steward living to-day. I have 14 men out of 70. That is all I did save, sir.

Senator FLETCHER. Your recollection is that you had the order to give the alarm to put on life belts immediately after the collision?

Mr. HARDY. Yes, sir; within five minutes after the collision.

Senator FLETCHER. How did that order come?

Mr. HARDY. From Purser Barker; that is, Purser Barker brought it himself personally to me.

Senator FLETCHER. How was it transmitted, do you know? Did it come from the commander?

Mr. HARDY. Yes, sir; to the two pursers. There is a first-class purser and a second-class purser. They would get it direct from the bridge, I presume. They are our superiors aboard the ship, and we take our orders through them.

Senator FLETCHER. After the ship went down could you see the people in the water, or just hear them?

Mr. HARDY. Just hear them.

Senator FLETCHER. Did you go back to rescue any of them?

Mr. HARDY. We were overloaded then, with ten more aboard.

Senator FLETCHER. Did Lowe go back?

Mr. HARDY. Yes, sir; he did, with five or seven men in the boat to row.

Senator FLETCHER. Did he return with people in his boat?

Mr. HARDY. Yes, sir; he did. He returned, I think, with seven. I think three died. He can give his account later, or I think perhaps he has already done it.

Senator FLETCHER. The weather was cold?

Mr. HARDY. Very cold, sir.

Senator FLETCHER. No fog?

Mr. HARDY. No, sir.

Senator FLETCHER. Did the ship's sirens blow?

Mr. HARDY. We have no sirens. There is no whistle. The rockets were fired. They were fired for some time.

Senator FLETCHER. Before she went down?

Mr. HARDY. Yes, sir.

Senator FLETCHER. But no whistles?

Mr. HARDY. No, sir.

Senator FLETCHER. The steam was escaping?

Mr. HARDY. Yes, sir; but they are more distinctive.

Senator FLETCHER. You think there were sufficient stewards there to awaken and arouse all hands?

Mr. HARDY. Without a doubt. We work in three departments on the ship. Each man is assigned to his different department, and goes at once to his department. We have more than enough men to call.

Senator FLETCHER. Do you know of anything further that will throw any light on this matter; is there anything you can suggest that will throw any further light on it?



Mr. HARDY. I have nothing I could suggest any further. I have answered all I know, from 20 minutes of 12 until we went with the boat at 12.30. That boat that went back to the ship picked up a collapsible boat, and took about 20 men off of a collapsible boat. She was awash when we met her.

Senator FLETCHER. What do you mean by that?

Mr. HARDY. She was waterlogged.

Senator FLETCHER. There were people hanging to her or clinging to her?

Mr. HARDY. No, sir; they were standing up.

Senator FLETCHER. Some of these people were taken off by Lowe?

Mr. HARDY. They were all taken off by the boat I spoke of, that returned to the ship.

Senator FLETCHER. That was Lowe's boat?

Mr. HARDY. Lowe was in charge of it; yes.

Senator FLETCHER. Could these firemen or any of these men in your boat row at all?

Mr. HARDY. Yes; there were two firemen in the forward end that could row, myself and a passenger rowed from the middle, and this quartermaster was at the stern to keep her head on. The sea got up early in the morning.

Senator FLETCHER. Did you hear any explosions on the ship?

Mr. HARDY. Yes, sir; I fancied I did. There were two direct reports.

Senator FLETCHER. What did it sound like, the giving way of bulkheads or the bursting of boilers?

Mr. HARDY. That I could not say. There were two reports or explosions. What it was, I do not know. I was not able to say.

Senator FLETCHER. Did you feel the shock or jar when the collision took place?

Mr. HARDY. Very slightly, sir. I did not think it was anything at all.

Senator FLETCHER. You were in bed, you say?

Mr. HARDY. Yes, sir.

Senator FLETCHER. It did not throw you out of your bunk, or anything like that?

Mr. HARDY. No, sir. It was just a slight jar, just a gradual jar, and that is all. She did not heel over, or anything of that kind.

Senator FLETCHER. I believe that is all I desire to ask you, Mr. Hardy.

### TESTIMONY OF WILLIAM WARD.

[Testimony taken separately before Senator Fletcher on behalf of the subcommittee.]

The witness was sworn by Senator Fletcher.

Senator FLETCHER. Will you state your full name, please?

Mr. WARD. William Ward.

Senator FLETCHER. Where do you live?

Mr. WARD. Oak Villa, 107 Millbrook Road, Southampton.

Senator FLETCHER. What is your experience as a seaman?

Mr. WARD. Twenty years.

Senator FLETCHER. In what capacity were you on the *Titanic*?

Mr. WARD. As saloon steward.

Senator FLETCHER. Who was your immediate superior?

Mr. WARD. The second steward. There were three second stewards. Mr. Dodd was the chief second steward.

Senator FLETCHER. Who were the other second stewards?

Mr. WARD. Mr. Hughes and Mr. Wheat.

Senator FLETCHER. Did they survive?

Mr. WARD. One of them, sir; Mr. Wheat.

Senator FLETCHER. Were you on duty the night of the accident?

Mr. WARD. No, sir; I had gone below. I was just turning in when she struck.

Senator FLETCHER. Where was the location of your room?

Mr. WARD. About amidships, sir; on the port side.

Senator FLETCHER. On what deck?

Mr. WARD. On E deck.

Senator FLETCHER. Did you feel the shock of the collision?

Mr. WARD. Yes, sir; slightly.

Senator FLETCHER. Enough to unbalance you on your feet?

Mr. WARD. No, sir.

Senator FLETCHER. What did you do? What orders did you get, and what did you do?

Mr. WARD. When I felt the shock, sir, I got up. I went to the port and opened it. It was very bitterly cold. I looked out and saw nothing. It was very dark. I got back into my bunk again. Presently two or three people came along there where we were all situated and said she had struck an iceberg, and some of them went and brought pieces of ice along in their hands. I thought at first it was the propeller gone, the way she went. I lay there for about 20 minutes, and in the meantime the steerage passengers were coming from forward, coming aft, carrying life belts with them. Some of them got their grips and packages and had them with them, and some were wet. Still I did not think it was anything serious, and I lay there for some time, a little while longer, when the head waiter came down—Moss, his name was—and said we were all to go on deck and to put on some warm clothing before we went up, as we were liable to be there some time. With that I think most everybody in the “glory hole,” as we call it, got dressed and went on deck. I just put on things to keep me warm, because I did not think it was anything serious.

We went up the midship companionway, up to the top deck; and meeting Mr. Dodd on D deck he told us to go forward to the saloon and see if there was anyone about, and if there was to order them up on deck and to collect the life belts and to bring them up to the deck cloakroom.

I went forward and did not see anyone around there and came back, and I got seven life belts on my way up. When I got on deck, I adjusted preservers on people that hadn't got one. I did not take it seriously at all. I put one on myself. Everybody was supplied around there at the time.

Senator FLETCHER. Was there much of a crowd of passengers around there?

Mr. WARD. No, sir; everybody was moving around and in a most orderly manner. There did not seem to be any excitement. In fact, there was a lot of ladies and gentlemen there that were just treating it as a kind of a joke.

I went to my boat—I was stationed at No. 7—and she was already lowered to the same level as the deck.

Senator FLETCHER. Which side?

Mr. WARD. On the starboard side. They called for the ladies to get in. Some got in, and there were a few men got into it; quite a few of the crew up there, and they did not want them for that boat. They did not want me for that boat, although I was told off for that boat. They just took sufficient men to man the boat. Then I went aft to No. 9 boat.

Senator FLETCHER. Who was superintending this loading?

Mr. WARD. Mr. Murdock, the chief officer. Purser McElroy was there, and Mr. Ismay. I do not think any other officers that I saw were there.

I went to No. 9 boat and assisted to take the canvas cover off of her. Then we lowered her down to level with the boat deck, and a sailor came along with a bag and threw it in the boat. This man said he had been sent down to take charge of the boat by the captain. The boatswain's mate, Haynes, was there, and he ordered this man out of the boat, and the man got out again. He stayed there for three or four minutes, and I think the purser—I am not sure on that point—said “Are you all ready?” Haynes answered “Yes”—it was either the purser or Mr. Murdock—and with that he said: “Pass in the women and children that are here into that boat.” There were several men standing around, and they fell back, and there was quite a quantity of women and children helped into the boat; I could not say how many. One old lady made a great fuss about it and absolutely refused to get into the boat. She went back to the companionway and forced her way in and would not get into the boat.

Senator FLETCHER. Was she with her husband?

Mr. WARD. No, sir; I do not think I saw her husband; I did not see her husband. She would not get in the boat. There were several men in the boat then to assist in getting the women in. One woman had already fallen and hurt herself a little—a French lady. The purser told two more men to get in and assist these women down into the boat.

From the rail of the boat it is quite a step down to the bottom of the boat, and in the dark they could not see where they were stepping.

Then the purser told me to get into the boat and take an oar. I did so, and we still waited there and asked if there were any more women. There were none coming along. There were no women to be seen on deck at that time.

Then they took about three or four men into the boat, and the officers that were standing there thought there was quite sufficient in it to lower with safety, and we lowered down to the water, everything running very smoothly. We got away——

Senator FLETCHER. Were you in that boat?

Mr. WARD. Yes.

Senator FLETCHER. You were told to go in the boat?

Mr. WARD. Yes, sir; the purser put me in that boat.

Senator FLETCHER. Who did?

Mr. WARD. He asked me if I understood anything about it. I said, “I understand a little about it,” and he said, “Get in there.”

Senator FLETCHER. Who said that?

Mr. WARD. Purser McElroy.

Senator FLETCHER. How many people did you have to row that boat?

Mr. WARD. There were four of us rowed all night. There were more men in the boat, but some of them had not been to sea before and did not know the first thing about an oar, or know the bow from the stern.

Senator FLETCHER. How many men, all told, were in the boat with you?

Mr. WARD. I did not count them, sir; I could not say. I should say about seven or eight.

Senator FLETCHER. How many women?

Mr. WARD. We had a full boat. I do not know what women were there. They were pretty thick. We had not room to pull the oars. They had to move their bodies with us when we were rowing, so she was pretty well packed. How many there were I could not say.

Senator FLETCHER. Were there any children?

Mr. WARD. No, sir; there were no children in the boat.

Senator FLETCHER. How many boats had been lowered before that, so far as you know?

Mr. WARD. I do not know, sir.

Senator FLETCHER. You know of one?

Mr. WARD. One is all I know of, sir. I do not know how many altogether.

Senator FLETCHER. You do not know whether the other boats on that side had been lowered?

Mr. WARD. No, sir.

Senator FLETCHER. Did you see any lowered after you left?

Mr. WARD. Yes, sir. No. 11 was lowered down to deck A, and they were putting women and children into that boat from deck A. We were already down in the water.

Senator FLETCHER. Did you see any other women and children upon deck A?

Mr. WARD. No, sir; I did not notice particularly.

Senator FLETCHER. Was that boat full?

Mr. WARD. Our boat, sir.

Senator FLETCHER. Boat 11.

Mr. WARD. I could not say.

Senator FLETCHER. Did you stay close to No. 11 after you were both in the water?

Mr. WARD. We got away from the ship's side before No. 11 was in the water, and Haynes gave orders to pull away, and we had some difficulty in unlashng the oars on account of them being lashed up. No one had a knife, for some time. We pulled off about, I should say, a couple of hundred yards, and Haynes gave orders to lay on the oars, which we did.

Senator FLETCHER. Who was Haynes?

Mr. WARD. He was the boatswain's mate.

Senator FLETCHER. He was in charge of the boat?

Mr. WARD. Yes, sir. We lay there for some time; I could not exactly say how long.

Senator FLETCHER. How long was it before the ship went down?

Mr. WARD. I suppose about an hour afterwards.

Senator FLETCHER. How long after you got out there and stopped rowing was it before the ship went down?

Mr. WARD. About an hour, sir.

Senator FLETCHER. Did you keep about the same distance from her until she went down?

Mr. WARD. Yes, sir; until Haynes thought she was going down. He was rather afraid of suction, and he gave orders to pull away, which we did. We pulled as hard as we could and we increased our distance to about a quarter of a mile, or something like that.

Senator FLETCHER. Was the *Titanic* moving all the time?

Mr. WARD. In what way do you mean, sinking or moving ahead?

Senator FLETCHER. Moving ahead.

Mr. WARD. No, sir; I do not think she was. She had no way on, whatever.

Senator FLETCHER. Do you know when she ceased to move ahead after the collision?

Mr. WARD. I would not like to say exactly when she stopped, but I suppose about 10 minutes or so after the shock she was slowing down, then, and almost stopping then, I suppose. It being so dark, I really could not tell.

Senator FLETCHER. Was she listing badly when you lowered boat No. 9?

Mr. WARD. No, sir; she was not listing at all. She was down by the head, but not listing. I could not give you any degree she was down to; a very slight angle, at that time.

Senator FLETCHER. Was there any suction when she went down?

Mr. WARD. Yes, sir; a little, I think. It seemed to us there was, in the boat. I could not swear that there was.

Senator FLETCHER. Did she go down gradually after you left her, or did she stay up and then suddenly turn downward?

Mr. WARD. She went very gradually for a while. We could just see the ports as she dipped. We could see the light in the ports, and the water seemed to come very slowly up to them. She did not appear to be going fast, and I was of the opinion then that she would not go. I thought we were only out there as a matter of precaution and would certainly go back to the ship. I was still of the opinion she would float.

Senator FLETCHER. Then did she suddenly turn down?

Mr. WARD. She gave a kind of sudden lurch forward, and I heard a couple of reports, reports more like a volley of musketry than anything else. You would not exactly call them a heavy explosion. It did not seem to me like an explosion at all.

Senator FLETCHER. Could you see any passengers on her after you got away?

Mr. WARD. It was too dark.

Senator FLETCHER. Could you hear them calling out or anything?

Mr. WARD. After she went down we heard them calling.

Senator FLETCHER. Did you make toward them then or not?

Mr. WARD. No, sir; our boat was too full. It would have been madness to have gone back.

Senator FLETCHER. Did you assemble with any of the other boats after that?

Mr. WARD. No, sir. We never got near to another boat again.

Senator FLETCHER. Did the *Carpathia* come to you or did you go to the *Carpathia*?

Mr. WARD. We partially rowed and she partially came some of the way. We saw her at a distance. She was headed our way. She stopped and slued around a little, and we surmised that she was then picking up a boat. It was hardly light enough to see at the time. It was just breaking day at that time, but we could see her lights. Then, of course, we started to pull toward her. I think we were about the fourth or fifth boat to be picked up.

Senator FLETCHER. You were picked up about how far from where the *Titanic* went down?

Mr. WARD. I should not think it would be more than about half a mile or so.

Senator FLETCHER. Did you see any icebergs there?

Mr. WARD. Yes sir; after daybreak, but not before.

Senator FLETCHER. Did you see many of them?

Mr. WARD. There was quite a big lot of field ice and several large icebergs in amongst the field that I saw, and there were two or three icebergs separated from the main body of the field there.

Senator FLETCHER. Were they in the direction of where the *Titanic* went down?

Mr. WARD. I am not competent to say, sir. I am not competent to judge whether they were in that direction or not.

Senator FLETCHER. Did you arouse any of the passengers that night?

Mr. WARD. No, sir; there was none of the rooms I went around to at all. I collected life belts on my way and brought them on the deck.

Senator FLETCHER. Where were all the passengers?

Mr. WARD. They were scattered all over the ship on the different decks, and there were so many decks it is hard to say where they were.

Senator FLETCHER. Did you see any drinking among the crew or passengers that night?

Mr. WARD. No, sir; none whatever. Had there been extra dinners or banquets, or the like of that, I certainly should have known it, working in the saloon. There was nothing in the way of banquets since we left Southampton, barring ordinary dinners, that I heard of.

Senator FLETCHER. If there had been a banquet on board the ship that Sunday night, you would have known about it?

Mr. WARD. If there had been any banquet at all, some of us would certainly have been working for that purpose.

Senator FLETCHER. Did you say you saw Mr. Ismay at boat No. 9?

Mr. WARD. Yes, sir.

Senator FLETCHER. Did he get in that boat?

Mr. WARD. No, sir.

Senator FLETCHER. What boat did he get in, do you know?

Mr. WARD. I do not know, sir. He was on deck when our boat left.

Senator FLETCHER. Was he giving any orders or directions, at all?

Mr. WARD. None that I know of. I heard him say, “Steady, boys,” or something like that—it was some expression like that—when he was standing talking to Mr. McElroy.

Senator FLETCHER. Who called out for the women that were to get in the boats? Who called for the women?

Mr. WARD. I think it was Chief Officer Murdock. I would not be sure whether it was him or the purser. They were both tall men, and I would not be sure which one it was. It was dark, you know.



Senator FLETCHER. Do you know if there was any banquet on board the ship that night in the captain's room?

Mr. WARD. No, sir, I do not know of anything in the captain's room at all. I did not know anything at all about it.

Senator FLETCHER. What steward would serve there, or who would have knowledge of that?

Mr. WARD. The captain's servant, sir. There was no room in his room for any banquet. It would be impossible.

Senator FLETCHER. Did the captain's servant survive?

Mr. WARD. I do not think so, sir.

Mr. HARDY. No, he did not.

Senator FLETCHER. Did you see the captain that night?

Mr. WARD. No, sir, I did not see him that night.

Senator FLETCHER. Did you see him, Hardy?

Mr. HARDY. Yes, sir; I did.

Senator FLETCHER. Where did you see him?

Mr. HARDY. On the bridge, before our boat left.

Senator FLETCHER. What was he doing?

Mr. HARDY. He was superintending the rockets, calling out to the quartermaster about the rockets.

Senator FLETCHER. That is the last you saw of him?

Mr. HARDY. Yes, sir. He walked on the deck, watching the filling of the boats. That is the last thing I saw of him.

Senator FLETCHER. I believe that is all I care to ask you, Ward.

### TESTIMONY OF JAMES WIDGERY.

[Testimony taken separately before Senator Fletcher on behalf of the subcommittee.]

The witness was sworn by Senator Fletcher.

Senator FLETCHER. What is your full name and address?

Mr. WIDGERY. James Widgery, 67 Oxford Street, Southampton.

Senator FLETCHER. What was your position on the *Titanic*?

Mr. WIDGERY. In the second class.

Senator FLETCHER. Second class what?

Mr. WIDGERY. I had charge of the bar on the forward deck.

Senator FLETCHER. You were in charge of the bar?

Mr. WIDGERY. Yes; on the forward section of F deck.

Senator FLETCHER. Were you up that night?

Mr. WIDGERY. I went to bed about 10 o'clock. I went to bed right after inspection. I went to bed and was asleep when the accident happened.

Senator FLETCHER. When did you first know of the accident, and how?

Mr. WIDGERY. When I heard the noise, it woke me up. That was about 25 of 12. I looked at the clock hanging on the bed.

Senator FLETCHER. You mean 25 minutes of 12?

Mr. WIDGERY. Yes, sir.

Senator FLETCHER. Ship's time?

Mr. WIDGERY. I could not say that, sir. I do not know what it was, except it was 20 and 5 of 12 when I looked at the clock hanging by my bed.

Senator FLETCHER. What did you do?

Mr. WIDGERY. It woke me up, and I wondered what it was, and it seemed to me like a grating, sir. One of the men got up and opened



the port, and it was blowing very cold and we told him to shut it. We were talking amongst ourselves for a little while, and I did not think it was much and turned over and started to go to sleep again. An order came up that all men had to take their life belts and go up on deck.

I went down to F deck, and when I got down there, there was nobody there but our bedroom steward. All the passengers had gone. I went up on deck to my boat, No. 7.

Senator FLETCHER. Which side?

Mr. WIDGERY. The starboard side. When I got up there, it was just about to be lowered. The purser sent me along to No. 9. They had taken the canvas off of No. 9 and lowered it, and just then some biscuits came up from the storekeeper. I helped him put one of the boxes into the bottom of the boat, and the purser took hold of my arm and said, “Get in the boat.” He said, “Get in the boat and help the boatswain’s mate pass the ladies in.” So I got in the boat, and stepped on the side, and we passed the ladies in. We thought we had them all in, and the purser called out, “Are there any more women?” Just then some one said. “Yes.” This woman came along, rather an oldish lady, and she was frightened, and she gave me her hand. I took one hand, and gave it to the boatswain’s mate, and he caught hold of the other hand, and she pulled her hand away, and went back to the door and would not get in. One of them went after her, but she had gone down the stairs.

The chief officer was there and called out for any more women, and there seemed to be none, and he told the men to get in, four or five of them. We were filled right up then. Then they started to lower away.

Senator FLETCHER. Were there any more men there?

Mr. WIDGERY. No, sir; only the men that were put in the boat to row.

Senator FLETCHER. Were there any more men on the deck?

Mr. WIDGERY. Yes, sir; several men up on the deck, quite a lot. There were no more women there. Then we were lowered down to the water, and just before we went away the chief officer called out to the boatswain to keep about 100 yards off. We got into the water, and I cut loose the oars—I was the only one that had a knife amongst us—and we stood off a little ways. Of course, we gradually got a little farther away from them all the time.

Senator FLETCHER. That was the boat Mr. Ward was in?

Mr. WIDGERY. The same boat; yes, sir.

Senator FLETCHER. And all the balance of his statement would be your statement?

Mr. WIDGERY. About the same; yes, sir.

Senator FLETCHER. Did you know about any passengers being in their cabins and not awakened or not aroused?

Mr. WIDGERY. No, sir; they were all out of that deck before I went up.

Senator FLETCHER. You do not know about the other decks?

Mr. WIDGERY. No, sir; because that is a separate deck of itself—the forward section of F.

Senator FLETCHER. Do you know whether any water was coming in?

Mr. WIDGERY. No, sir; I saw no water. We were too far up for that.

Senator FLETCHER. I believe that is all I want to ask you, Widgery, and that would apply also to Ward and Hardy. You had better be in the hearing room at 10 o'clock in the morning, and the committee will meet and determine whether we will put you on the stand at that time.

Thereupon Messrs. Hardy, Ward, and Widgery withdrew from the room.

### TESTIMONY OF EDWARD JOHN BULEY.

[Testimony taken separately before Senator Fletcher on behalf of the subcommittee.]

The witness was sworn by Senator Fletcher.

Senator FLETCHER. State your full name and address.

Mr. BULEY. Edward John Buley; 10 Cliff Road, Pear Tree Green, Itchen, near Southampton.

Senator FLETCHER. What was your position on the *Titanic*?

Mr. BULEY. Able seaman.

Senator FLETCHER. How long had you been serving?

Mr. BULEY. This was my first trip, sir. I was just in the merchant service; I had just left the navy.

Senator FLETCHER. How long have you been in the navy?

Mr. BULEY. Altogether, about 13 years.

Senator FLETCHER. What pay does a seaman in the merchant service receive?

Mr. BULEY. Five pound a month.

Senator FLETCHER. And board?

Mr. BULEY. Yes, sir.

Senator FLETCHER. Anything else?

Mr. BULEY. No, sir.

Senator FLETCHER. Is there any extra money allowed any of the crew for the saving of life or rescuing people, or anything of that sort, so far as you know, in the merchant service?

Mr. BULEY. No, sir.

Senator FLETCHER. Did you observe anything out of the ordinary or usual on board ship up to the time of this accident?

Mr. BULEY. No, sir. I was sitting in the mess, reading, at the time when she struck.

Senator FLETCHER. Were you on duty?

Mr. BULEY. I was in the watch on deck, the starboard watch. At 12 o'clock we relieved the other watch.

Senator FLETCHER. You were then on your watch?

Mr. BULEY. Yes, sir.

Senator FLETCHER. Where were you sitting, reading?

Mr. BULEY. On the mess deck. If it was Sunday night, we never had anything to do. Ordinary nights we should have been scrubbing the decks.

Senator FLETCHER. What was your first notice of the collision?

Mr. BULEY. The slight jar. It seemed as though something was rubbing alongside of her, at the time. I had on my overcoat and went up on deck, and they said she had struck an iceberg.

Senator FLETCHER. Who said that?

Mr. BULEY. I think it was a couple of firemen. They came down. One of our chaps went and got a handful of ice and took it down below. They turned in again.

The next order from the chief officer, Murdock, was to tell the seamen to get together and uncover the boats and turn them out as quietly as though nothing had happened. They turned them out in about 20 minutes.

Senator FLETCHER. How do you mean?

Mr. BULEY. Uncovered and turned them out. They are on deck, and the davits are turned inboard. You have to unscrew these davits and swing the boat out over the ship's side.

The next order was to lower them down to a line with the gunwale of the boat deck, and then fill the boats with women and children. We turned them up and filled them with women and children.

Senator FLETCHER. Where were you stationed?

Mr. BULEY. I was over on the starboard side at first, sir.

Senator FLETCHER. Did you lower the boats?

Mr. BULEY. I helped lower all the starboard boats.

Senator FLETCHER. That is, to lower them as far as the boat deck, to get the gunwales in line?

Mr. BULEY. Yes, sir.

Senator FLETCHER. That is the deck on which the boats were?

Mr. BULEY. Yes, sir.

Senator FLETCHER. Not to any lower deck?

Mr. BULEY. No, sir; not to the lower deck. We lowered all the starboard boats, and went over and done the same to the port boats. There was No. 10 boat, and there was no one there, and the chief officer asked what I was, and I told him, and he said, "Jump in and see if you can find another seaman to give you a hand." I found Evans, and we both got in the boat, and Chief Officer Murdock and Baker also was there. I think we were the last lifeboat to be lowered. We got away from the ship.

Senator FLETCHER. How many people were in that boat?

Mr. BULEY. From 60 to 70.

Senator FLETCHER. Mostly women?

Mr. BULEY. Women and children.

Senator FLETCHER. How many men?

Mr. BULEY. There were the steward and one fireman.

Senator FLETCHER. And yourself?

Mr. BULEY. And myself and Evans, the able seaman.

Senator FLETCHER. That is all the men?

Mr. BULEY. Yes, sir.

Senator FLETCHER. The other passengers were women?

Mr. BULEY. That is all there was. All the others were ladies and children.

Senator FLETCHER. Were any ladies on the deck when you left?

Mr. BULEY. No, sir. Ours was the last boat up there, and they went around and called to see if there were any, and they threw them in the boat at the finish, because they didn't like the idea of coming in.

Senator FLETCHER. Pushed them in, you mean?

Mr. BULEY. Threw them in. One young lady slipped, and they caught her by the foot on the deck below, and she came up then and jumped in.

We got away from the ship, and about an hour afterwards Officer Lowe came alongside, and he had his boat filled up, and he distributed them among the other boats, and he said to all the seamen in the boat to jump in his boat until he went back among the wreckage to see if there were any people that had lived.

Senator FLETCHER. Did you go in the last boat?

Mr. BULEY. Yes, sir.

Senator FLETCHER. Who had charge of the boat you were in?

Mr. BULEY. I was in charge of that.

Senator FLETCHER. But when you left that?

Mr. BULEY. I left that, and I believe he put some more stewards in the boat to look after the women. All the boats were tied together.

Senator FLETCHER. You were then with Lowe in his boat and went back to where the *Titanic* sank?

Mr. BULEY. Yes, sir; and picked up the remaining live bodies.

Senator FLETCHER. How many did you get?

Mr. BULEY. There were not very many there. We got four of them. All the others were dead.

Senator FLETCHER. Were there many dead?

Mr. BULEY. Yes, sir; there were a good few dead, sir. Of course you could not discern them exactly on account of the wreckage; but we turned over several of them to see if they were alive. It looked as though none of them were drowned. They looked as though they were frozen. The life belts they had on were that much [indicating] out of the water, and their heads laid back, with their faces on the water, several of them. Their hands were coming up like that [indicating].

Senator FLETCHER. They were head and shoulders out of the water?

Mr. BULEY. Yes, sir.

Senator FLETCHER. With the head thrown back?

Mr. BULEY. Yes, sir.

Senator FLETCHER. And the face out of the water?

Mr. BULEY. Yes, sir.

Senator FLETCHER. They were not, apparently, drowned?

Mr. BULEY. It looked as though they were frozen altogether, sir.

In the morning, after we picked up all that was alive, there was a collapsible boat we saw with a lot of people, and she was swamped, and they were up to their knees in water. We set sail and went over to them, and in a brief time picked up another one.

Senator FLETCHER. Another boat?

Mr. BULEY. Another boat filled with women and children, with no one to pull the oars, and we took her in tow. We went over to this one and saved all of them. There was one woman in that boat. After that we seen the *Carpathia* coming up, and we made sail and went over to her. I think we were about the seventh or eighth boat alongside. During the time I think there was two died that we had saved; two men.

Senator FLETCHER. How far were you from the *Titanic* when she went down?

Mr. BULEY. About 250 yards.

Senator FLETCHER. Could you see people on the decks before she went down?

Mr. BULEY. No. All the lights were out.

Senator FLETCHER. Could you hear the people?

Mr. BULEY. Yes; you could hear them.

Senator FLETCHER. Calling?

Mr. BULEY. Yes, sir.

Senator FLETCHER. Before she went down?

Mr. BULEY. Yes, sir; and we laid to, not because we could give any assistance, but because the boat I was in was full up, and we had no one to pull the oars. There was three only to pull the oars, and one could not pull at all. He was a fireman. That left but two people to pull the oars, so I directed the steward to take the coxswain's watch.

Senator FLETCHER. Before she went down, you could hear people calling for help?

Mr. BULEY. Yes, sir.

Senator FLETCHER. Was there very much of that?

Mr. BULEY. Yes, sir; it was terrible cries, sir.

Senator FLETCHER. Most of the witnesses have said they could hear no cries for help until after the ship went down.

Mr. BULEY. This was after the ship went down when we heard them.

Senator FLETCHER. I have been asking you about hearing cries before the ship went down.

Mr. BULEY. No, sir; there was no signs of anything before that at all.

Senator FLETCHER. Before the ship went down you did not hear any cries for help?

Mr. BULEY. No cries whatever, sir. Her port bow light was under water when we were lowered.

Senator FLETCHER. How long after you were lowered and put in the water was it before she went down?

Mr. BULEY. I should say about 25 minutes to half an hour.

Senator FLETCHER. Was yours the last boat?

Mr. BULEY. Mine was the last lifeboat, No. 10.

Senator FLETCHER. Were the collapsibles lowered after that?

Mr. BULEY. The collapsibles were washed off the deck, I believe, sir. The one we picked up that was swamped, I think they dropped her and broke her back, and that is why they could not open her.

Senator FLETCHER. Were there people in that collapsible?

Mr. BULEY. She was full up, sir; that is the one we rescued the first thing in the morning.

Senator FLETCHER. How soon after the *Titanic* went down was it before you got back there with Lowe to help rescue people?

Mr. BULEY. From an hour to an hour and a half.

Senator FLETCHER. And your idea is that the people were frozen.

Mr. BULEY. Yes, frozen.

Senator FLETCHER. Frozen in the meantime?

Mr. BULEY. If the water had been warm, I imagine none of them would have been drowned, sir.

Senator FLETCHER. Then you got some people out of the water, and some of those died after you rescued them, did they?

Mr. BULEY. Yes, sir.

Senator FLETCHER. Were they injured in any way?

Mr. BULEY. No, sir. I think it was exposure and shock.

Senator FLETCHER. On account of the cold?

Mr. BULEY. Yes, sir. We had no stimulants in the boat to revive them, at all.

Senator FLETCHER. They seemed to be very cold when you got them out of the water?

Mr. BULEY. Yes, sir, and helpless.

Senator FLETCHER. Numb?

Mr. BULEY. Yes, sir. There were several in the broken boat that could not walk. Their legs and feet were all cramped. They had to stand up in the water in that boat.

Senator FLETCHER. Do you know of any banquets or drinking on board the ship that night?

Mr. BULEY. No, sir.

Senator FLETCHER. So far as you know, the crew were sober.

Mr. BULEY. The crew were all asleep, sir.

Senator FLETCHER. Did you see any of the crew arousing people or giving the alarm?

Mr. BULEY. That was the steward's work, sir. We had nothing to do with that.

Senator FLETCHER. The question is whether you observed it, in any way?

Mr. BULEY. No, sir. We were away from the saloons altogether. We were in the fore-castle head.

Senator FLETCHER. Do you know when the water began to come into the ship?

Mr. BULEY. Yes, sir; a little after she struck. You could hear it.

Senator FLETCHER. Immediately?

Mr. BULEY. You could hear it immediately. Down where we were, there was a hatchway, right down below, and there was a tarpaulin across it, with an iron batten. You could hear the water rushing in, and the pressure of air underneath it was such that you could see this bending. In the finish I was told it blew off.

Senator FLETCHER. What part of the ship would you call that?

Mr. BULEY. The fore-castle head.

Senator FLETCHER. How far was that from the bow?

Mr. BULEY. About 20 yards, I should think.

Senator FLETCHER. That condition could not have obtained unless the steel plates had been torn off from the side of the ship?

Mr. BULEY. From the bottom of the ship. It was well underneath the water line.

Senator FLETCHER. And the plates must have been ripped off by the iceberg?

Mr. BULEY. Yes, sir.

Senator FLETCHER. There was no way of closing that up so as to prevent water coming in?

Mr. BULEY. It was already closed up. The carpenter went down and tested the wells, and found she was making water, and the order was given to turn the boats out as well as possible, and then to get the life belts on.

Senator FLETCHER. Could not that ship take a great deal of water and still float?

Mr. BULEY. She ought to be able to do it, sir.

Senator FLETCHER. There was no way of filling one compartment completely, and still not affecting the other part of it?



Mr. BULEY. No. I should think if that had been a small hole, say about 12 by 12 feet square, in a collision, or anything like that, it would have been all right; but I do not think they carried collision mats.

Senator FLETCHER. What is a collision mat?

Mr. BULEY. It is a mat to shove over the hole to keep the water from rushing in.

Senator FLETCHER. You think she did not carry collision mats?

Mr. BULEY. I do not believe she did. I never saw one.

Senator FLETCHER. Did you ever see collision mats used on merchant ships?

Mr. BULEY. I had never been on a merchant ship before. I have seen them frequently used in the navy.

Senator FLETCHER. You think if she had had collision mats, she might have been saved?

Mr. BULEY. That would not have done much good with her, because I believe she was ripped up right along.

Senator FLETCHER. For what distance?

Mr. BULEY. I should say half way along, according to where the water was. I should say the bottom was really ripped open altogether.

Senator FLETCHER. The steel bottom?

Mr. BULEY. Yes, sir.

Senator FLETCHER. So no amount of mats would have done any good?

Mr. BULEY. It would not have done any good in that case. Should the ship have had a collision or anything like that, it would have done some good.

Senator FLETCHER. You did not see the iceberg?

Mr. BULEY. No, sir. I never saw any ice until morning. We thought it was a full-rigged ship. We were right in amongst the wreckage, and we thought it was a sailing ship, until the light came on and we saw it was an iceberg.

Senator FLETCHER. Did you get very far away from where the *Titanic* went down before the *Carpathia* was in sight?

Mr. BULEY. No, sir. When the *Carpathia* came and hove to, we were still amongst the wreckage looking for bodies.

Senator FLETCHER. By that time there were none of those afloat who were alive, so far as you could see?

Mr. BULEY. No, sir; there were no more alive, then.

Senator FLETCHER. The life belts were all in good condition, were they?

Mr. BULEY. Yes, all new life belts. When you once put them on, there is no fear of them pulling off again in the water.

Senator FLETCHER. Do you think there was a sufficient number of life belts for all the passengers?

Mr. BULEY. Yes, sir; more than sufficient. Of course the seamen did not have a chance to get them—did not have time to get them.

Senator FLETCHER. The seamen?

Mr. BULEY. Yes, sir.

Senator FLETCHER. Did the passengers have time, after the alarm was given, to get the belts?

Mr. BULEY. They had the belts on a good hour before she went down.



Senator FLETCHER. You think all the passengers were notified and were able to get out of their cabins?

Mr. BULEY. I should say so. They were all on the boat deck.

Senator FLETCHER. What became of them? You got all that were in sight when you loaded the last boat?

Mr. BULEY. We loaded all the women we could see, and the chief officer rushed around trying to find more, and there was none, and our boat was lowered away.

Senator FLETCHER. What became of the passengers on the boat?

Mr. BULEY. They were taken aboard the *Carpathia*.

Senator FLETCHER. I mean all the passengers on the *Titanic*?

Mr. BULEY. I could not say, sir.

Senator FLETCHER. You did not see them around the deck when you were leaving?

Mr. BULEY. When we left they were still working, getting rafts ready, and throwing chairs over the side.

Senator FLETCHER. Getting rafts ready?

Mr. BULEY. Yes, sir.

Senator FLETCHER. How many rafts were there?

Mr. BULEY. That is, what they call rafts. They did not have time to make any rafts.

Senator FLETCHER. Who was doing that?

Mr. BULEY. The stewards and the firemen.

Senator FLETCHER. Were there any passengers jumping overboard?

Mr. BULEY. I never seen anyone jump overboard, sir.

Senator FLETCHER. Did you see any passengers on the deck when you left?

Mr. BULEY. Only men, sir.

Senator FLETCHER. Were there many of those?

Mr. BULEY. Yes, sir; there were plenty of them, sir. If she had had sufficient boats I think everyone would have been saved.

Senator FLETCHER. Were these men that you saw on deck desiring or wanting to get into the boats?

Mr. BULEY. No, sir.

Senator FLETCHER. Or did they seem to think the ship was going to float?

Mr. BULEY. I think that is what the majority thought, that the ship would float. They thought she would go down a certain distance and stop there.

Senator FLETCHER. Did you hear any of them say that?

Mr. BULEY. Yes, several of them. They said they were only getting the boats out for exercise and in case of accident.

Senator FLETCHER. After you left her, her bow continued to go under?

Mr. BULEY. Settled down; yes, sir. She went down as far as the afterfunnel, and then there was a little roar, as though the engines had rushed forward, and she snapped in two, and the bow part went down and the afterpart came up and staid up five minutes before it went down.

Senator FLETCHER. Was that perpendicular?

Mr. BULEY. It was horizontal at first, and then went down.

Senator FLETCHER. What do you mean by saying she snapped in two?

Mr. BULEY. She parted in two.

Senator FLETCHER. How do you know that?

Mr. BULEY. Because we could see the afterpart afloat, and there was no forepart to it. I think she must have parted where the bunkers were. She parted at the last, because the afterpart of her settled out of the water horizontally after the other part went down. First of all you could see her propellers and everything. Her rudder was clear out of the water. You could hear the rush of the machinery, and she parted in two, and the afterpart settled down again, and we thought the afterpart would float altogether.

Senator FLETCHER. The afterpart kind of righted up horizontally?

Mr. BULEY. She uprighted herself for about five minutes, and then tipped over and disappeared.

Senator FLETCHER. Did it go on the side?

Mr. BULEY. No, sir; went down headforemost.

Senator FLETCHER. That makes you believe the boat went in two?

Mr. BULEY. Yes, sir. You could see she went in two, because we were quite near to her and could see her quite plainly.

Senator FLETCHER. You were near and could see her quite plainly?

Mr. BULEY. Yes, sir.

Senator FLETCHER. Did you see any people on her?

Mr. BULEY. I never saw a soul.

Senator FLETCHER. You must have been too far away to see that?

Mr. BULEY. It was dark.

Senator FLETCHER. Were there lights on that half part?

Mr. BULEY. The lights were all out. The lights went out gradually before she disappeared.

Senator FLETCHER. Notwithstanding the darkness you could see the outline of the ship?

Mr. BULEY. Yes, sir; we could see the outline of the ship.

Senator FLETCHER. You could see the funnel?

Mr. BULEY. Quite plainly.

Senator FLETCHER. Were there any cinders or sparks or anything of that sort from the funnel?

Mr. BULEY. No, sir. We were lying to there. The people in the boat were very frightened that there would be some suction. If there had been any suction we should have been lost. We were close to her. We couldn't get away fast enough. There was nobody to pull away.

Senator FLETCHER. How far were you when she went down?

Mr. BULEY. We were about 200 yards.

Senator FLETCHER. Do you know the names of the men in the boat with you?

Mr. BULEY. I only know one, sir. That is Evans, able seaman.

Senator FLETCHER. Is he here?

Mr. BULEY. Yes, sir; he is coming up to-night at 8 o'clock.

Senator FLETCHER. Who was in charge of your boat?

Mr. BULEY. I was, sir.

Senator FLETCHER. Do you know anything else about this matter, or is there anything that you could think of that would throw any light on it?

Mr. BULEY. No, sir; I think that is all I know.

Senator FLETCHER. In what capacity were you employed in the navy?

Mr. BULEY. Able seaman and seaman gunner.

Senator FLETCHER. You do not have lifeboats in the navy?

Mr. BULEY. Yes; they do, sir.

Senator FLETCHER. Do they have enough for the men?

Mr. BULEY. Oh, no; not enough for the men. They have enough for the men just on ordinary occasions, like calm water; that is, if they could get them out in time.

Senator FLETCHER. Your opinion is, if they had had enough lifeboats here, these people could all have been saved?

Mr. BULEY. Yes, sir; they could all have been saved.

There was a ship of some description there when she struck, and she passed right by us. We thought she was coming to us; and if she had come to us, everyone could have boarded her. You could see she was a steamer. She had her steamer lights burning.

She was off our port bow when we struck, and we all started for the same light, and that is what kept the boats together.

Senator FLETCHER. But you never heard of that ship any more?

Mr. BULEY. No; we could not see anything of her in the morning when it was daylight. She was stationary all night; I am very positive for about three hours she was stationary, and then she made tracks.

Senator FLETCHER. How far away was she?

Mr. BULEY. I should judge she was about 3 miles.

Senator FLETCHER. Why could not she see your skyrockets?

Mr. BULEY. She could not help seeing them. She was close enough to see our lights and to see the ship itself, and also the rockets. She was bound to see them.

Senator FLETCHER. You are quite certain that it was a ship?

Mr. BULEY. Yes, sir; it was a ship.

Senator FLETCHER. How many lights did you see?

Mr. BULEY. I saw two masthead lights.

Senator FLETCHER. No stern lights?

Mr. BULEY. You could not see the stern lights. You could not see her bow lights. We were in the boat at the time.

Senator FLETCHER. Did you see that ship before you were in the water?

Mr. BULEY. Yes, sir; I saw it from the ship. That is what we told the passengers. We said, “There is a steamer coming to our assistance.” That is what kept them quiet, I think.

Senator FLETCHER. Did she come toward you bow on?

Mr. BULEY. Yes, sir; bow on toward us; and then she stopped, and the lights seemed to go right by us.

Senator FLETCHER. If she had gone by you, she would have been to your stern?

Mr. BULEY. She was stationary there for about three hours, I think, off our port, there, and when we were in the boat we all made for her, and she went by us. The northern lights are just like a searchlight, but she disappeared. That was astern of where the ship went down.

Senator FLETCHER. She gave no signal?

Mr. BULEY. No signal whatever. I could not say whether she gave a signal from the bridge or not. You could not see from where we were, though.

Senator FLETCHER. Do you suppose she was fastened in the ice?

Mr. BULEY. I could not say what she was.

Senator FLETCHER. She must have known the *Titanic* was in distress?

Mr. BULEY. She must have known it. They could have seen the rockets and must have known there was some distress on.

Senator FLETCHER. The *Titanic* had sirens?

Mr. BULEY. Yes; she had sirens, but she never blew them. They fired rockets.

Senator FLETCHER. They did not blow the siren or whistle?

Mr. BULEY. No, sir.

Senator FLETCHER. But the steam was escaping and making quite a noise?

Mr. BULEY. Yes, sir; you could not hear yourself speak then. That had quieted down. The firemen went down and drew nearly all the fires.

Senator FLETCHER. When she went down, she had no fire in her of any consequence?

Mr. BULEY. She might have had fire, but very little.

Senator FLETCHER. When did you first see that boat on the bow? How long was it before you launched?

Mr. BULEY. When we started turning the boats out. That was about 10 minutes after she struck.

Senator FLETCHER. Did that boat seem to be getting farther away from you?

Mr. BULEY. No; it seemed to be coming nearer.

Senator FLETCHER. You are possessed of pretty good eyes?

Mr. BULEY. I can see a distance of 21 miles, sir.

Senator FLETCHER. This was a clear night and no fog?

Mr. BULEY. A clear night and no fog.

Senator FLETCHER. A smooth sea?

Mr. BULEY. Yes, sir.

Senator FLETCHER. You are quite positive there was no illusion about that boat ahead?

Mr. BULEY. It must have been a boat, sir. It was too low down in the sea for a star. Then we were quite convinced afterwards, because we saw it go right by us when we were in the lifeboats. We thought she was coming toward us to pick us up.

Senator FLETCHER. How far away was she?

Mr. BULEY. Three miles, sir, I should judge.

Senator FLETCHER. When did you last see the captain that night?

Mr. BULEY. I never saw him at all, sir.

Senator FLETCHER. What officers were in sight when you left the ship?

Mr. BULEY. Chief Officer Murdock was the last one I saw.

Senator FLETCHER. Did you see Mr. Ismay that night?

Mr. BULEY. I do not know him.

Senator FLETCHER. Boat No. 10 was on the port side?

Mr. BULEY. Yes, sir.

Senator FLETCHER. Who helped lower it? I believe you said you helped to lower all the boats?

Mr. BULEY. I helped to lower all of them. Chief Officer Murdock ordered me into the boat, finally, and he said, “Is there any more seamen?” I said, “No, sir.”

Senator FLETCHER. Mr. Ismay got in one of the boats?

Mr. BULEY. I do not know which one it was. No. 12 was the last boat before me to be lowered, and Evans was one of the men that lowered that boat, and after he lowered that away I called him and told him Chief Officer Murdock gave me orders to find a seaman and tell him to come in the boat with me, and he jumped in my boat.

Senator FLETCHER. Was boat No. 12 loaded to its full capacity?

Mr. BULEY. Yes, sir.

Senator FLETCHER. Mostly women?

Mr. BULEY. All women and children; except, of course, a couple pulling.

Senator FLETCHER. Only two men?

Mr. BULEY. They generally ran two seamen and one fireman and a steward to each boat.

Senator FLETCHER. Do you know how many there were in No. 12?

Mr. BULEY. No, sir; I do not.

Senator FLETCHER. Do you think there were no male passengers in No. 12?

Mr. BULEY. I was told afterwards that there were a couple of Japanese in our boat. They never got in our boat unless they came in there dressed up as women.

Senator FLETCHER. Do you know if they actually were there?

Mr. BULEY. I can say I never saw them there.

Senator FLETCHER. When you unloaded them?

Mr. BULEY. I did not unload them. I was on the other boat at the time when they unloaded. We were alongside with the rescued people out of one collapsible boat, and towing the other boat behind us, the one Mr. Lowe was in.

Senator FLETCHER. That is one of the collapsible boats?

Mr. BULEY. Yes, sir; one we were towing, sir. There was one we were told not to use, which was a surf boat.

Senator FLETCHER. You did not have any life rafts at all on the ship?

Mr. BULEY. No, sir.

Senator FLETCHER. I believe that is all I care to ask you. You will be good enough to appear at 10 o'clock to-morrow morning before the committee.

Mr. BULEY. Yes, sir.

Thereupon, at 6.15 o'clock p. m., the hearing before Senator Fletcher was closed.

The taking of testimony before Senator Bourne was begun at 4.30 o'clock p. m.

### TESTIMONY OF GEORGE FREDERICK CROWE.

[Testimony taken before Senator Bourne on behalf of the subcommittee.]

The witness was sworn by Senator Bourne.

Senator BOURNE. Kindly state your name, age, and occupation.

Mr. CROWE. George Frederick Crowe; 1809 Melton Road, Fitzhugh, Southampton, England; my age, 30; occupation, steward.

Senator BOURNE. Were you on the *Titanic* at the time of the disaster?

Mr. CROWE. Yes, sir.

Senator BOURNE. How long have you been on that ship?

Mr. CROWE. We sailed from Southampton April 10; two days previous to that I was working aboard ship, in and out, to the dock.

Senator BOURNE. Had you been in the White Star service before?

Mr. CROWE. No, sir.

Senator BOURNE. This was your first voyage in the White Star service?

Mr. CROWE. Yes, sir; I had been in the International Mercantile Marine Co ; that is connected with the American line.

Senator BOURNE. How long have you followed the sea?

Mr. CROWE. For about 11 years.

Senator BOURNE. Always in the capacity of steward?

Mr. CROWE. No, sir; I have always been in the steward's department, but on my last trip I was storekeeper and barkeeper.

Senator BOURNE. But you were steward on the *Titanic*?

Mr. CROWE. I was steward on the *Titanic*, yes.

Senator BOURNE. What were the duties of steward on the *Titanic*?

Mr. CROWE. To act in general and wait on tables.

Senator BOURNE. Under what officer of the ship were you directly located, or to whom were you responsible?

Mr. CROWE. The chief steward.

Senator BOURNE. Will you please state in your own way what knowledge you have in reference to the accident to the *Titanic*?

Mr. CROWE. I was on duty up until about 10 30 on the night of the disaster, and I turned in about 11 o'clock; it might have been a little later. About 11.40 there was a kind of shaking of the ship and a little impact, from which I thought one of the propellers had been broken off.

Senator BOURNE. You were in your berth at the time?

Mr. CROWE. I was in my berth; yes.

Senator BOURNE. And had gone to sleep?

Mr. CROWE. No; I was just dozing.

Senator BOURNE. Did it shake you out of your berth?

Mr. CROWE. No, sir.

Senator BOURNE. How much of a shock was it?

Mr. CROWE. Well, had I been asleep I do not think it would have awakened me; that is, had I been in a heavy sleep.

Senator BOURNE. What deck were you sleeping on?

Mr. CROWE. On "E" deck.

Senator BOURNE. How far away from the bow of the ship; amidship?

Mr. CROWE. About amidship; yes. Probably 50 feet forward of amidship.

Senator BOURNE. Now will you kindly go on?

Mr. CROWE. I got out of my bed. I came out into the alleyway and saw quite a number of stewards and steerage passengers carrying their baggage from forward to aft. I inquired of the trouble and was told it was nothing, and to turn in again.

Senator BOURNE. Who told you this, the steerage passengers?

Mr. CROWE. No; somebody amongst the boys. The stewards were making quite a joke of it. They did not think of the seriousness of it at the time. I went back to my bunk again, and a saloon steward came down shortly afterwards and told me to come up on the upper deck with as much warm clothes on as I could get. I went up on the boat deck; when I got outside of the companionway, I saw



them working on boat No. 1. After that I went to boat No. 14, the boat allotted to me—that is, in the case of fire or boat drill—and I stood by according to the proceedings of the drill. I assisted in handing the women and children into the boat, and was asked if I could take an oar, and I said “Yes,” and was told to man the boat.

Senator BOURNE. Who told you to man the boat?

Mr. CROWE. The senior officer. I am not sure whether it was the first officer or the chief officer, sir, but I believe the man’s name was Murdock.

Senator BOURNE. Was that his boat?

Mr. CROWE. I do not think so, sir; no.

Senator BOURNE. Who was in charge, during the drills, of boat No. 14; which officer?

Mr. CROWE. The fifth officer, Mr. Lowe.

Senator BOURNE. That was his boat?

Mr. CROWE. That was his boat; yes, sir. After getting the women and children in, we lowered down within 4 or 5 feet of the water and found the block and tackle had gotten twisted in some way, causing us to have to cut the ropes to allow the boat to get into the water.

Senator BOURNE. Who called to you to do that?

Mr. CROWE. The fifth officer, sir.

Senator BOURNE. He was in the boat with you?

Mr. CROWE. Yes, sir. I stood by the lever. The lever releases the blocks from the hooks in the boat, and he told me to wait, to get away and cut the line to raise the lever, thereby causing the hooks to open and allow the boat to drop in the water. After getting into the water we pushed out to the other boats. Fifth Officer Lowe suggested standing by in case of any necessity for us to do so.

Senator BOURNE. How many occupants were in there in boat No. 14?

Mr. CROWE. Fifty-seven women and children and about 6 men, including 1 officer; and I may have been 7; I am not quite sure about that.

Senator BOURNE. How did you come to know there were 57 women and children?

Mr. CROWE. When we got out a distance the officer asked me how many people we had in the boat, thinking the other boats had not got their number, and it was his idea to put our people into their boats and return back.

Senator BOURNE. Feeling that you were overcrowded?

Mr. CROWE. No, sir; his idea was to stand by in case of an emergency; that is, anybody coming over the sides, with the idea of picking them up. I might state in between there the boat had sprung a leak and taken in water, probably 8 inches of water. That is, when the boat was released and fell, I think she must have sprung a leak.

Senator BOURNE. How long after the boat fell in the water did you discover that there was probably 8 inches of water in the boat?

Mr. CROWE. Well, sir, we did not keep time or anything like that, but I should imagine when we transferred our people was when we discovered the amount of water that was in the boat, because just prior to getting to the other boat a lady stated that there was some water coming over her ankles, and two men and this lady—I believe the lady—assisted in bailing it out with bails that were kept in the boat for that purpose.



Senator BOURNE. Explain what you mean by when you transferred your people.

Mr. CROWE. The officer on one of the boats that was near to us told them to stand by, and he got, I think, four or maybe five boats together. We transferred so many people from one boat to the other boats; we distributed from here to there.

Senator BOURNE. Your reason for transferring was because of this 8 inches of water?

Mr. CROWE. No; he decided to return to the wreckage and see if he could pick anybody up.

Senator BOURNE. You had 57 men, women, and children in your boat, and 7 men in addition. You were pretty well loaded, were you not?

Mr. CROWE. The officer said we could take 80 people in all, but the ladies seemed to make a protest at his idea of going back again with these people in the boat.

Senator BOURNE. Would it not have been easier to take one of these boats that was not nearly as full as your boat and have them stand by the wreckage and have them try to pick up people?

Mr. CROWE. No, because the other boats were without an officer. We were the only boat out of the bunch that was there with an officer.

Senator BOURNE. Then it was discipline?

Mr. CROWE. Just a matter of discipline.

Senator BOURNE. Now, if you will, go on with the story.

Mr. CROWE. Returning back to the wreckage, we heard various cries, and endeavored to get among them, and we were successful in doing so and in picking one body up that was floating around in the water; when we got him into the boat—after great difficulty, he being such a heavy man—he expired shortly afterwards. Going farther into the wreckage we came across a steward or one of the crew, and we got him into the boat, and he was very cold and his hands were kind of stiff, but we got him in and he recovered by the time we got back to the *Carpathia*.

Senator BOURNE. Did he survive?

Mr. CROWE. Yes, sir; also a Japanese or Chinese young fellow that we picked up on top of some of the wreckage—it might have been a sideboard or table—that was floating around. We stopped until daybreak, and we saw in the distance a raft or Berthon boat submerged, in the distance, with a crowd of men on it. We went over to the boat and found probably 20, or there might have been 25, men and 1 woman; also 3 or 4 dead bodies, which we left. Returning again under canvas sail—we stepped our mast at night—we took in tow a collapsible boat containing fully 60 people—women, children, and men.

Senator BOURNE. How much water was there in your boat at that time? Was there still 8 inches, or had you any water in there at that time?

Mr. CROWE. After we got some people out of our boat and returned to the wreck we did not take in so much water, because we bailed a certain amount of water out and no more seemed to come in.

Senator BOURNE. Then you infer that the strain was among the upper timbers, near the gunwale?

Mr. CROWE. Yes, sir; I think, the boat being new, the wood had warped sufficiently to not prevent the water from coming in. Then we returned alongside the *Carpathia*, and then we landed our people. That is the story, sir.

Senator BOURNE. You were in boat No. 14 when it was lowered?

Mr. CROWE. Yes, sir.

Senator BOURNE. Was there any shooting that occurred at the time the boat was lowered?

Mr. CROWE. Yes, sir.

Senator BOURNE. Explain to the committee what knowledge or information you have relative to that?

Mr. CROWE. There were various men passengers, probably Italians or some foreign nationality other than English or American, who attempted to rush the boats. The officers threatened to shoot any man who put his foot into the boat. He fired the revolver, but either downward or upward, not shooting at any of the passengers at all and not injuring anybody. He fired perfectly clear, upward or downward.

Senator BOURNE. Did that stop the rush?

Mr. CROWE. Yes, sir.

Senator BOURNE. There was no disorder after that?

Mr. CROWE. No disorder. Well, one woman was crying, but that was all; no panic or anything in the boat.

Senator BOURNE. You were assigned to boat No. 14?

Mr. CROWE. Yes, sir.

Senator BOURNE. As soon as you joined the ship?

Mr. CROWE. Well, we sailed on Wednesday, and I probably saw the list on Thursday or Friday.

Senator BOURNE. That is, of your assignment?

Mr. CROWE. Yes, sir; because there was a notice there to the effect that we would have muster and fire drill on Sunday at 11.30, and I inquired whether we would have it or not; but we did not, however.

Senator BOURNE. You joined the ship on Tuesday, the ship sailed on Wednesday, April the 10th, and the first notification you had that that there would be a muster or fire drill on the boat, or information that you were allotted to boat No. 14, was what day?

Mr. CROWE. It was either Thursday or Friday, sir; I am not quite certain.

Senator BOURNE. And that notification consisted of your seeing the station bill which contained the information that the muster or fire drill would be held on Sunday, at 11.30 o'clock?

Mr. CROWE. Yes, sir.

Senator BOURNE. A. m.

Mr. CROWE. A. m.; yes, sir.

Senator BOURNE. Did they hold drill that day?

Mr. CROWE. No, sir.

Senator BOURNE. Were there any musters or fire drills held on the ship during the trip, up to the time of the accident?

Mr. CROWE. Yes; I believe it was customary for the bedroom stewards each morning, when the captain went around for inspection, to close all water-tight doors and unroll the fire hose, or to stand by. I don't know exactly what they did.

Senator BOURNE. That is the fire drill?

Mr. CROWE. That is the fire drill; yes, sir.

Senator BOURNE. It is your opinion that that was done every day, is it?

Mr. CROWE. Well, I am under the impression that it was done. I can not answer for certain, sir.

Senator BOURNE. So far as any boat maneuvers or any boat drills are concerned, did you have any?

Mr. CROWE. None whatever, sir.

Senator BOURNE. If there had been any you would have participated in the same, having been allotted to boat No. 14, would you not?

Mr. CROWE. Exactly.

Senator BOURNE. On other ships or lines in which you have sailed have you been allotted to lifeboats?

Mr. CROWE. Yes, sir.

Senator BOURNE. In such cases did they hold daily or weekly drills?

Mr. CROWE. Once a week, sir, in port and out.

Senator BOURNE. Once a week, in port and out. But there was no drill on the *Titanic*?

Mr. CROWE. None whatever, sir.

Senator BOURNE. Explain, if you will, the procedure of your lifeboat drills that you have participated in on other trips?

Mr. CROWE. It has always been the custom to put a notice in various parts of the ship that fire drill will be held at a certain time on a certain day. Five minutes previous to this time the bugle is sounded for fire drill, and all men go to fire drill. Either the chief officer or the officer in charge visits the various stations and sees that all members of the crew are present. They satisfy themselves that all members of the crew are present, and report to the bridge to that effect. The fog horn or siren is blown for boat drill. All men proceed to boats. The captain, after the men are in readiness, inspects all men at the boats and sees if all men are present. In some cases he orders boats to be lowered and put back into their sockets if satisfactory at the time. If not, repeat. That is the custom of the American line.

Senator BOURNE. That is the custom on the American line?

Mr. CROWE. Yes, sir.

Senator BOURNE. So far as you know, there is the same custom on the English lines, ordinarily?

Mr. CROWE. Well, I believe so, ordinarily. I have not been on the English lines for quite a while. I ran out of London on the P. & O. Line to Australia some 12 years ago, but since then I have been on the American line.

Senator BOURNE. The fact that they had no drills did not that create comment among your associates and the other stewards?

Mr. CROWE. That I could not say, sir; it appears from everybody here that I know, that they were assigned.

Senator BOURNE. Then you heard no comment among the men on the ship?

Mr. CROWE. None whatever, sir.

Senator BOURNE. Occasioned by the fact that there was no drill?

Mr. CROWE. No, sir.

Senator BOURNE. What explanation did you hear, if any, as to the reason why the call for muster and fire drill for Sunday at 11.30 was not carried out in accordance with your notice?

Mr. CROWE. Well, I can not say, with the exception that they held held church service at 10.30 Sunday morning.

Senator BOURNE. And the service continued over the time?

Mr. CROWE. No, sir; it was over soon after 11 o'clock.

Senator BOURNE. And there was no explanation given for the suspension of the order?

Mr. CROWE. None whatever, sir.

Senator BOURNE. You know, however, the order was not carried out and there was no drill at that time, and you saw the official notice for the drill at that time?

Mr. CROWE. Yes, sir.

Senator BOURNE. You saw that notice a day or two before Sunday?

Mr. CROWE. Yes, sir; I saw two notices, one put up in the crew's department—crew's quarters—and one in the first-class service pantry.

Senator BOURNE. Did you hear among the men or passengers any criticism toward any officer because of the accident, in any way?

Mr. CROWE. None whatever, sir.

Senator BOURNE. Was there any blame centralized on the company or any individual because of the accident?

Mr. CROWE. Not that I know of, sir.

Senator BOURNE. Did you yourself see the iceberg?

Mr. CROWE. No, sir; not the one that struck the ship—or, the ship struck the berg. Of course, there were two or three bergs around, and one man pointed out that that must have been the berg, and another man pointed out another berg. Really, I do not think anybody knew which one struck the ship.

Senator BOURNE. When it became daylight and you could see, were there a number of bergs around you?

Mr. CROWE. Yes, sir; I think there were three very large bergs.

Senator BOURNE. Where was the station drill for fire and boats posted?

Mr. CROWE. In the first-class service pantry and in the crew's quarters.

Senator BOURNE. Do you know when the bills were posted?

Mr. CROWE. Either Thursday or Friday?

Senator BOURNE. After sailing?

Mr. CROWE. After sailing; yes.

Senator BOURNE. Did you and boat No. 14, with those that were with you manning the boat, return to the wreck as soon as your passengers were shifted into the other boat?

Mr. CROWE. Yes, sir; almost immediately. There might have been a lapse of 5 or 10 minutes, perhaps.

Senator BOURNE. For what reason was that lapse; for the purpose of shifting your passengers to the other boat so you could return to the wreckage?

Mr. CROWE. Because, endeavoring to get the other boats together, we were making a circle after each other, and consequently we lost our bearings, and we did not know in which direction to go.

Senator BOURNE. Did you know of any water on E deck?

Mr. CROWE. Only from hearing other people speak of it.

Senator BOURNE. Would you state what you heard in reference to water being on E deck?

Mr. CROWE. A stewardess—I do not know her name—said that as she came from her cabin she could see the water coming up.

Senator BOURNE. Could see it coming up?

Mr. CROWE. Yes, sir.

Senator BOURNE. On E deck?

Mr. CROWE. On E deck.

Senator BOURNE. And that was all?

Mr. CROWE. That was all; yes.

Senator BOURNE. Did you see the ship sink?

Mr. CROWE. I did, sir.

Senator BOURNE. Would you explain in your own way how it appeared to you?

Mr. CROWE. When we left the ship her head was down in the water probably several feet; I could not say the distance, or any angle.

Senator BOURNE. And you left the ship how many minutes or hours after she struck?

Mr. CROWE. It might have been an hour; it might have been more. After getting clear of the ship the lights were still burning very bright, but as we got away she seemed to go lower and lower, and she almost stood up perpendicular, and her lights went dim, and presently she broke clean in two, probably two-thirds of the length of the ship.

Senator BOURNE. That is, two-thirds out of the water or two-thirds in the water?

Mr. CROWE. Two-thirds in the water, one-third of the aft funnel sticking up.

Senator BOURNE. How long did that third stick up?

Mr. CROWE. After she floated back again.

Senator BOURNE. She floated back?

Mr. CROWE. She broke, and the after part floated back.

Senator BOURNE. And the bow part, two-thirds of the ship, sank.

Mr. CROWE. Yes, sir; then there was an explosion, and the aft part turned on end and sank.

Senator BOURNE. Then you attribute the sinking to the explosion. You believe it would have floated, had it not been for the explosion?

Mr. CROWE. That I can not say, sir.

Senator BOURNE. Did the officer in charge of your boat express any opinion on that, at all?

Mr. CROWE. He said he thought it best to return back to the wreckage and see if we could save any lives. At that time we had not put our people into the other boats.

Senator BOURNE. How long a time after you left the ship did it break and the explosion and sinking of the aft part of the ship take place, would you judge?

Mr. CROWE. She sank around half past 2, from statements made by a man that was supposed to have jumped from the poop of the ship—that is, the quarter deck—into the water. He had a watch on, and as his watch stopped at 20 minutes past 2, he said she was in a sinking condition then and her stern on end—a man named Burnett, a storekeeper aboard ship.

Senator BOURNE. Did you, yourself, hear the explosion?

Mr. CROWE. Yes, sir.

Senator BOURNE. Was there one, or more?

Mr. CROWE. There were several explosions.

Senator BOURNE. Were they loud, like a cannon?

Mr. CROWE. Not so loud as that, sir.

Senator BOURNE. Muffled?

Mr. CROWE. A kind of muffled explosion. It seemed to be an explosion at a very great distance, although we were not very far away.

Senator BOURNE. How far, would you judge; about a quarter of a mile?

Mr. CROWE. About a mile.

Senator BOURNE. You were about a mile away?

Mr. CROWE. Yes, sir.

Senator BOURNE. Officer Lowe, you say, was in charge of your boat?

Mr. CROWE. Yes, sir; I am certain of it.

Senator BOURNE. The fifth officer?

Mr. CROWE. The fifth officer, Mr. Lowe.

Senator BOURNE. And that was his boat?

Mr. CROWE. That was his boat.

Senator BOURNE. There were six officers on the ship, were there?

Mr. CROWE. Seven, I think, sir.

Senator BOURNE. And the captain?

Mr. CROWE. And the captain.

Senator BOURNE. Now, taking the 20 boats, were there several of the boats allotted to each officer, under his direction?

Mr. CROWE. Each officer takes charge of one boat, including the captain.

Senator BOURNE. That would account for 8 out of the 20 boats. Who had charge of the remaining 12 boats?

Mr. CROWE. Either a quartermaster, or an engineer, or a senior man that may likely be in the boat.

Senator BOURNE. They have their allotment prior to sailing, or soon after sailing?

Mr. CROWE. Yes, sir.

Senator BOURNE. So that each man knows his station?

Mr. CROWE. Yes, sir.

Senator BOURNE. And is responsible for that boat?

Mr. CROWE. Yes, sir.

Senator BOURNE. Did Officer Lowe call for volunteers to return to the wreck?

Mr. CROWE. No, sir; he impressed upon us that we must go back to the wreck.

Senator BOURNE. Was there any protest?

Mr. CROWE. None whatever, sir. A second-class passenger named Williams, the champion racket player of England, returned with us.

Senator BOURNE. He volunteered his service?

Mr. CROWE. Yes, sir.

Senator BOURNE. He was not requested by Officer Lowe?

Mr. CROWE. Not at all, sir.

Senator BOURNE. He did so of his own volition?

Mr. CROWE. Yes.

Senator BOURNE. Did you find ice on the ship before you left it?

Mr. CROWE. I did not find it myself, sir. Another man brought a piece along from the forward part of the ship.

Senator BOURNE. On what deck?

Mr. CROWE. On E deck.



Senator BOURNE. He took it from E deck?

Mr. CROWE. I could not be certain about that, sir.

Senator BOURNE. But it is your impression he got it from E deck, but you do not know?

Mr. CROWE. I was on E deck when he came along with it.

Senator BOURNE. Do you know of ice being found on any of the higher decks above E deck?

Mr. CROWE. I heard there was several hundred tons of ice found.

Senator BOURNE. That will be all now, thank you.

### TESTIMONY OF C. E. ANDREWS.

[Testimony taken before Senator Bourne on behalf of the subcommittee.]

The witness was sworn by Senator Bourne.

Senator BOURNE. Please state your name, age, and occupation.

Mr. ANDREWS. C. E. Andrews; age, 20; 125 Millbrook Road, Southampton; occupation, steward.

Senator BOURNE. How long have you followed the sea?

Mr. ANDREWS. This is my fourth year, sir.

Senator BOURNE. How long have you been a steward?

Mr. ANDREWS. I have been a steward now, sir—this is my fourth year, sir.

Senator BOURNE. When you started to sea, you started in the capacity of a steward, did you?

Mr. ANDREWS. Yes, sir; officer's steward.

Senator BOURNE. Were you on the *Titanic* on her maiden voyage?

Mr. ANDREWS. Yes, sir.

Senator BOURNE. When did you join the ship?

Mr. ANDREWS. On Wednesday morning, sir, the day of the sailing; the 10th of April.

Senator BOURNE. And you were with her up until the time of the catastrophe?

Mr. ANDREWS. Yes, sir.

Senator BOURNE. Were you allotted to any of the lifeboats or emergency boats or rafts?

Mr. ANDREWS. I do not know anything about that, sir; but a friend of mine, a steward, second class, he told me to go and see what my boat was, on Sunday morning, and just before breakfast he came back and told me it was No. 16.

Senator BOURNE. Did you go to No. 16 at the time of the accident?

Mr. ANDREWS. I did, sir.

Senator BOURNE. What officer was in charge of No. 16?

Mr. ANDREWS. I could not tell you what officer, sir.

Senator BOURNE. Was it an officer, or one of the petty officers?

Mr. ANDREWS. An officer, sir.

Senator BOURNE. Had you sailed with the White Star Line prior to this voyage?

Mr. ANDREWS. Yes, sir; I had been with the White Star Line just four years.

Senator BOURNE. And your service has been with them?

Mr. ANDREWS. Yes, sir.

Senator BOURNE. In all of the four years' service as steward with them have you participated in any of their fire or boat drills?

Mr. ANDREWS. Yes, sir.



Senator BOURNE. How often have they been held?

Mr. ANDREWS. Well, they have been held on Sunday. They muster in New York, or hold muster in New York, and then there is one on the Sunday home, sir.

Senator BOURNE. During your voyages have you held any of these drills?

Mr. ANDREWS. Yes, sir.

Senator BOURNE. Was there any held on the maiden voyage of the *Titanic*?

Mr. ANDREWS. No, sir.

Senator BOURNE. Was there any notice of any drill?

Mr. ANDREWS. That I do not know, sir.

Senator BOURNE. You saw none?

Mr. ANDREWS. No, sir.

Senator BOURNE. You know that no drills were held?

Mr. ANDREWS. Yes, sir.

Senator BOURNE. If there had been, you would have had to participate?

Mr. ANDREWS. Yes, sir.

Senator BOURNE. And you would have been censured for not being at the drill if one was held?

Mr. ANDREWS. Yes, sir.

Senator BOURNE. Will you explain for the information of the committee what knowledge you have of what occurred immediately prior to and following the catastrophe of the *Titanic*?

Mr. ANDREWS. Yes, sir. I came off watch about a quarter to 11 and went down and turned in. About 20 minutes after that I was wakened up by a movement of the ship. Several of the boys woke up with the shock also. So with that I got out of my bunk and went into the working alleyway, seeing lots of stewards out. I walked up and down the alleyway several times with another steward. After that I went back to the quarters. I went back and laid down for a few minutes and then got up again. I had no sooner gotten there than somebody came and said, “All hands on deck.”

Senator BOURNE. How severe was the shock? Did it awaken you? Were you asleep at the time?

Mr. ANDREWS. I was just dozing off, sir.

Senator BOURNE. Did it throw you out of your bunk?

Mr. ANDREWS. No, sir.

Senator BOURNE. Did you think that the ship was in a serious condition, at all?

Mr. ANDREWS. No, sir; I thought something might have gone wrong with the engines.

Senator BOURNE. When you went out on deck, you assumed that there was no danger, and went back to bed again, did you?

Mr. ANDREWS. Yes, sir.

Senator BOURNE. Until the call came for “All hands on deck”?

Mr. ANDREWS. I got out of my bunk just before that, because I heard the rush of water, and I thought to myself, I guess I had better dress and go out; so I had just got to the door when somebody said, “All hands on deck.”

Senator BOURNE. Now, will you go on?

Mr. ANDREWS. With that I walked up on deck and stood by my boat. There were lots of people around, and I saw stores brought to

the boat, and bread. I did not see the stores put in the boat. I assisted in helping the ladies and children into the boat. After the boat was full the officer called out for able seamen, or any individuals then, to man the boat. After several had got into the boat——

Senator BOURNE. How many?

Mr. ANDREWS. Six, sir. Five, sir, had got into the boat, and I was the sixth.

Senator BOURNE. Five besides yourself?

Mr. ANDREWS. Five besides myself. The master-at-arms—there was two masters-at-arms, and one was in charge of our boat.

Senator BOURNE. What was the name of the one in charge of your boat?

Mr. ANDREWS. I do not know his name, sir; he was a master-at-arms.

Senator BOURNE. How many were passengers in the boat besides the six men manning the boat?

Mr. ANDREWS. I should think about 50, sir.

Senator BOURNE. Was it one of the lifeboats or one of the collapsible boats?

Mr. ANDREWS. A lifeboat.

Senator BOURNE. Now, will you go on?

Mr. ANDREWS. After they were all in the boat the officer looked around at me and asked me if I could take an oar, and I said I could, sir. At that he told me to get into the boat. After I got in the boat I assisted by putting the rowlocks in. We lowered the boat to the water and rowed away from the ship. On our way out we came in contact with another boat, and stood by.

Senator BOURNE. That is, rested on your oars?

Mr. ANDREWS. Yes, sir; we had to rest because we came across another boat, sir, filled up with ladies. The remark was passed by some one in the boat to go back, but as the two boats were full we stood at a distance away.

Senator BOURNE. Who passed the remark to go back?

Mr. ANDREWS. One of the passengers, sir. The boats were full, sir.

Senator BOURNE. It was in the boat you were in, No. 16, that one of the passengers passed this remark to go back?

Mr. ANDREWS. Yes, sir.

Senator BOURNE. What attention did the officer in charge of the boat pay to the remark, if any?

Mr. ANDREWS. I never heard nothing else, sir.

Senator BOURNE. Did the passenger who made the remark express any reason?

Mr. ANDREWS. No, sir.

Senator BOURNE. He did not say why he wanted to go back?

Mr. ANDREWS. No, sir. When daylight came we saw a light, which was on the *Carpathia*, and we proceeded to her.

Senator BOURNE. Did you see any light at the time of the accident, immediately preceding or following, from any ship, or any light of any kind or description other than what was on the *Titanic* itself?

Mr. ANDREWS. Well, sir, we saw a light that seemed over the *Titanic*, back of the *Titanic*.

Senator BOURNE. Did you think it was on the *Titanic* or beyond the *Titanic*?

Mr. ANDREWS. No, sir. The coxswain of the boat, the master-at-arms, thought it was another ship coming up to give assistance; but after a while the light disappeared.

Senator BOURNE. How long was that after you left the *Titanic*?

Mr. ANDREWS. About an hour.

Senator BOURNE. That you saw this light over and beyond the *Titanic*?

Mr. ANDREWS. Yes, sir.

Senator BOURNE. Believing it to be a rescue ship?

Mr. ANDREWS. Yes, sir.

Senator BOURNE. You left the *Titanic* at what time—about what time—according to your recollection?

Mr. ANDREWS. I should think it was about half past 12, sir.

Senator BOURNE. What time did the accident take place?

Mr. ANDREWS. Well, sir, to my recollection, about 20 minutes past 11, sir.

Senator BOURNE. You were in your bunk at the time?

Mr. ANDREWS. I was, sir.

Senator BOURNE. Are you absolutely sure as to the time of the accident or is that an impression?

Mr. ANDREWS. Well, that is, so far as I know, sir, because I was in my bunk. There was no clock about. I think I was lying down about 20 minutes.

Senator BOURNE. You were dozing at the time of the accident, and so your idea of the exact time of the accident would be rather hazy, a mere guess. More of a guess than anything specific?

Mr. ANDREWS. Yes.

Senator BOURNE. Will you kindly go on?

Mr. ANDREWS. We transferred one of our men to the other boat.

Senator BOURNE. Why?

Mr. ANDREWS. To assist to row. They had not very many in the other boat to row, sir.

Senator BOURNE. Did you transfer any of your passengers?

Mr. ANDREWS. No, sir; one of our crew, sir.

Senator BOURNE. Your boat was lowered past the steerage quarters, on a lower deck, was it not?

Mr. ANDREWS. Well, it was the after boat on that side, so far as I know, sir, on the boat deck.

Senator BOURNE. In lowering it, it went by the steerage quarters, on the lower deck, did it not?

Mr. ANDREWS. Yes, sir.

Senator BOURNE. Was there any effort on the part of the steerage men to get into your boat?

Mr. ANDREWS. No, sir; I was told by the officer to allow nobody in the boat after the last one in it.

Senator BOURNE. Was there any effort on the part of anyone to get into it?

Mr. ANDREWS. No, sir; everything was quiet, sir.

Senator BOURNE. When the officer started to fill the boat with the passengers, and the men to man the boat, were there any individuals who tried to get into the boat that he would not permit to get in?

Mr. ANDREWS. No, sir.

Senator BOURNE. Was there any confusion or panic in loading the boat?

Mr. ANDREWS. No, sir; none whatsoever.

Senator BOURNE. Kindly proceed.

Mr. ANDREWS. On the way to the *Carpathia* we saw some of our boats also proceeding. When we arrived there, there were one or two boats set adrift.

Senator BOURNE. Who set them adrift, and why?

Mr. ANDREWS. That I do not know sir. I think they were damaged boats, sir.

Senator BOURNE. Well, of your knowledge, after they were filled and loaded, had any of their occupants been drowned or injured?

Mr. ANDREWS. Not that I know of, sir.

Senator BOURNE. Your boat was as full as it would hold with safety, was it?

Mr. ANDREWS. Yes, sir.

Senator BOURNE. You were up to the limit of your capacity?

Mr. ANDREWS. I should think so, sir.

Senator BOURNE. Did you hear any cries?

Mr. ANDREWS. Yes, sir.

Senator BOURNE. At the time that the ship sank?

Mr. ANDREWS. Yes, sir.

Senator BOURNE. Immediately preceding or just following?

Mr. ANDREWS. Well, sir, we had just stood by the other boat when we heard the cries?

Senator BOURNE. How far were you from the *Titanic* at the time?

Mr. ANDREWS. I should say about half a mile, sir.

Senator BOURNE. Did you see the *Titanic* sink?

Mr. ANDREWS. Well, sir, she must have been halfway sinking when I saw her.

Senator BOURNE. Did you hear any explosion or noise?

Mr. ANDREWS. I heard just a small sound, sir; it was not very loud, but just a small sound.

Senator BOURNE. Did it create any discussion in the boat?

Mr. ANDREWS. No, sir.

Senator BOURNE. What was the impression it made on your mind?

Mr. ANDREWS. I thought perhaps it was one of the boilers that had just gone, sir.

Senator BOURNE. Did you think that the ship broke in two?

Mr. ANDREWS. That I do not know, sir. When we got away in the boat at the last everything seemed to go to a black mist. All the lights seemed to go out and everything went black.

Senator BOURNE. Did the lights go out altogether on the whole ship, or go out in part, and then the remainder go out?

Mr. ANDREWS. They seemed to go out altogether, sir.

Senator BOURNE. You are familiar with the different decks of the ship? You know the E deck?

Mr. ANDREWS. No, sir; I do not know them. I do not know anything about the decks, sir.

Senator BOURNE. E deck being the deck on which those quarters were located, was there any water on that deck, do you know?

Mr. ANDREWS. Not as I know of, sir.

Senator BOURNE. That is all. We are very much obliged to you.

Witness excused.

TESTIMONY OF JOHN COLLINS.

[Testimony taken before Senator Bourne on behalf of the subcommittee.]

The witness was sworn by Senator Bourne.

Senator BOURNE. State your residence?

Mr. COLLINS. No. 65 Bally Carry Street, Belfast.

Senator BOURNE. How old are you?

Mr. COLLINS. I will be 18 next November.

Senator BOURNE. What is your occupation?

Mr. COLLINS. Assistant cook, first-class galley.

Senator BOURNE. How long have you followed the sea?

Mr. COLLINS. This was my first voyage, on the *Titanic*.

Senator BOURNE. When did you ship?

Mr. COLLINS. I signed on Thursday, and we sailed on Wednesday next. I signed on the 4th, and we sailed on the 10th.

Senator BOURNE. Your first voyage, then, was on the *Titanic*?

Mr. COLLINS. Yes.

Senator BOURNE. You were on it at the time of the accident?

Mr. COLLINS. I was, sir.

Senator BOURNE. I wish you would tell the committee just what you were doing immediately prior to, and what you did after, the time that the catastrophe on the *Titanic* took place, in your own language?

Mr. COLLINS. I stopped work at 9 o'clock in Sunday night, and I came up again and walked up and down the alleyway. I went into my bunk and fell asleep. That was about 10 o'clock—about a quarter to 10. I fell asleep, and was sound asleep, and exactly at a quarter past 11 I was wakened up. I had a clock by me, by my bed, and my clock was five minutes fast, and it was exactly a quarter past 11 when the ship struck the iceberg, and it wakened me. I put on my trousers, got out of bed, and they were letting off steam in the stoke hole. I asked what was the matter, and it seemed she struck an iceberg. The word came down the alleyway that there was no harm, and everyone returned to their bunks.

Senator BOURNE. How long was that after the ship struck, which you say according to your clock was——

Mr. COLLINS. About 10 or 15 minutes, sir.

Senator BOURNE. You are certain from your clock you saw at the time of the accident took place at exactly 20 minutes past 11, not according to that clock, but allowing for the five minutes that the clock was slow?

Mr. COLLINS. No; the clock was fast, sir.

Senator BOURNE. I thought you said the clock showed 11.15, and the accident took place at 11.20?

Mr. COLLINS. No, sir; the clock was 20 minutes past 11, and the accident took place at a quarter past 11, if my clock was right. I could not exactly say. I put on my trousers and went up on to the deck, up forward, and I saw the deck almost packed with ice on the starboard side.

Senator BOURNE. What deck was this?

Mr. COLLINS. I could not say what deck it was; it was on the same deck we slept on. Coming from the funnels it would be C deck, I

think. I am not exactly sure. I was not too well acquainted with the decks.

Senator BOURNE. You say the deck was packed with ice?

Mr. COLLINS. Yes; on the starboard side.

Senator BOURNE. How far aft from the bow?

Mr. COLLINS. Well, it was just—I could not say exactly how far, but the deck came up like this [indicating] and then came down like this [indicating] to No. 1 alley. It was all along. I could not exactly explain right to tell you how far it was from the back.

Senator BOURNE. Now, go on with your description.

Mr. COLLINS. I went back into the bedroom and was told to lie down, and I got up again. I did not take off any of my clothes, and I came out again and saw the stewards in their white jackets in the passageway; the passengers were running forward, the stewards were steering them, and they made a joke of it, and we all turned in then and the word came in that we were to get out of our beds and get the life belts on and get up to the upper deck.

Senator BOURNE. At what time was it that this word came? How long after the ship struck?

Mr. COLLINS. Well, it was exactly—I am sure—half an hour, sir. Quite half an hour, it was.

Senator BOURNE. Go on.

Mr. COLLINS. We went up to the deck when the word came. Then I met a companion of mine, a steward, and I asked him what number my boat was, and he said No. 16; so I went up to No. 16 boat, and I seen both firemen and sailors with their bags ready for No. 16 boat. I said to myself, “There is no chance there,” and I ran back to the deck, ran to the port side on the saloon deck with another steward and a woman and two children, and the steward had one of the children in his arms and the woman was crying. I took the child off of the woman and made for one of the boats. Then the word came around from the starboard side there was a collapsible boat getting launched on the starboard side and that all women and children were to make for it. So me and another steward and the two children and the woman came around on that side, the starboard side, and when we got around there we saw then that it was forward. We saw the collapsible boat taken off of the saloon deck, and then the sailors and the firemen that were forward seen the ship’s bow in the water and seen that she was intending to sink her bow, and they shouted out for all they were worth we were to go aft, and word came there was a boat getting launched, so we were to go aft, and we were just turning around and making for the stern end when the wave washed us off the deck—washed us clear of it—and the child was washed out of my arms; and the wreckage and the people that was around me, they kept me down for at least two or three minutes under the water.

Senator BOURNE. Two or three minutes?

Mr. COLLINS. Yes; I am sure.

Senator BOURNE. Were you unconscious?

Mr. COLLINS. No; not at all. It did not affect me much, the salt water.

Senator BOURNE. But you were under the water. You can not stay under the water two or three minutes, can you?

Mr. COLLINS. Well, it seemed that to me. I could not exactly state how long, but it seemed that to me. When I came to the surface I



saw this boat that had been taken off. I saw a man on it. They had been working on it taking it off of the saloon deck, and when the waves washed it off the deck they clung to that; then I made for it when I came to the surface and saw it, and I swam over to it,

Senator BOURNE. Did you have a life belt on?

Mr. COLLINS. I had, sir. I was only about 4 or 5 yards off of it, and I swam over to it and I got on to it.

Senator BOURNE. How many were on the collapsible boat?

Mr. COLLINS. Well, sir, I could not exactly say; but I am sure there was more than 15 or 16.

Senator BOURNE. Did those who were on help you get on?

Mr. COLLINS. No, sir; they were all watching the ship. I had not much to do. All I had to do was to give a spring and I got onto it; and we were drifting about for two hours on the water.

Senator BOURNE. When you had the child in your arms and went to this collapsible boat that you understood was being launched, why did you not get into it?

Mr. COLLINS. Sir, we had not time, sir; they had not got it off the deck until we were washed off the deck.

Senator BOURNE. After the ship struck did you see any lights over the water anywhere before any of your boats were lowered?

Mr. COLLINS. No, sir.

Senator BOURNE. After the boats were lowered did you see any lights that you believed was a ship coming to your relief?

Mr. COLLINS. Yes, sir; there was three boats lowered.

Senator BOURNE. I do not mean of your own boats, but I mean any lights away from your own boats or your own ship. Did you see any light in the distance?

Mr. COLLINS. I had the child in my arms, and I looked back at her stern end and I saw a green light.

Senator BOURNE. What did you think it was, one of your own boats?

Mr. COLLINS. No, sir; I did not really think of what it was until the firemen and sailors came up and said that it was a boat.

Senator BOURNE. That is, a ship?

Mr. COLLINS. Yes, sir.

Senator BOURNE. What became of it?

Mr. COLLINS. Sir, it disappeared.

Senator BOURNE. How long was it visible?

Mr. COLLINS. About 20 minutes or half an hour, I am sure it was.

Senator BOURNE. How far away, would you think, from the *Titanic*?

Mr. COLLINS. I guess it would be about 4 miles; I am sure, 3 or 4 miles.

Senator BOURNE. You say you were swept off of the *Titanic*'s deck by a wave?

Mr. COLLINS. Yes, sir.

Senator BOURNE. How long after the accident occurred or at what time would you judge it was that you were swept off of the deck?

Mr. COLLINS. Well, sir, I could not say; I am sure it was close on to 1 o'clock.

Senator BOURNE. Was the ship sinking when you were swept off?

Mr. COLLINS. She was, sir.



Senator BOURNE. When you came up from the water and got on this collapsible boat, did you see any evidence of the ship as she sunk, then?

Mr. COLLINS. I did, sir; I saw her stern end.

Senator BOURNE. Were you on the boat at the time that you were washed off the ship?

Mr. COLLINS. Amidships, sir.

Senator BOURNE. You say you saw the stern end after you got on the collapsible boat?

Mr. COLLINS. Yes, sir.

Senator BOURNE. Did you see the bow?

Mr. COLLINS. No, sir.

Senator BOURNE. How far were you from the stern end of the ship when you came up and got into the collapsible boat, would you judge?

Mr. COLLINS. We were about—I could not exactly state how far I was from the *Titanic* when I come up to the surface. I was not far, because here lights went out then. Her lights went out until the water almost got to amidships on her.

Senator BOURNE. As I understand, you were amidships on the bow as the ship sank?

Mr. COLLINS. Yes, sir.

Senator BOURNE. You were washed off by a wave. You were under water, as you think, for two or three minutes, and then swam 5 or 6 yards to the collapsible boat and got aboard—and got into the boat. The stern of the ship was still afloat?

Mr. COLLINS. The stern of the ship was still afloat.

Senator BOURNE. The lights were burning?

Mr. COLLINS. I came to the surface, sir, and I happened to look around and I just saw the lights and nothing more, and I looked in front of me and I saw the collapsible boat and I made for it.

Senator BOURNE. After you got in the boat, did you see any lights on the *Titanic*?

Mr. COLLINS. No, sir.

Senator BOURNE. When you were in the water, after you came up above the surface of the water, you saw the lights on the *Titanic*?

Mr. COLLINS. Just as I came up to the surface, sir. Her bow was in the water. She had not exploded then. Her bow was in the water, and I just looked around and saw the lights.

Senator BOURNE. Had she broken in two?

Mr. COLLINS. Her bow was in the water and her stern was up.

Senator BOURNE. But you did not see any break? You did not think she had parted, and broken in two?

Mr. COLLINS. Her bow was in the water. She exploded in the water. She exploded once in the water, and her stern end was up out of the water; and with the explosion out of the water it blew her stern up.

Senator BOURNE. You saw it while it was up?

Mr. COLLINS. Yes, sir; saw her stern up.

Senator BOURNE. How long?

Mr. COLLINS. I am sure it floated for at least a minute.

Senator BOURNE. The lights were still burning?

Mr. COLLINS. No, sir; the lights was out.

Senator BOURNE. How could you see it?

Mr. COLLINS. I was on the collapsible boat at the time.

Senator BOURNE. If it was dark, how could you see?

Mr. COLLINS. We were not too far off. I saw the white of the funnel. Then she turned over again, and down she went.

Senator BOURNE. There was not much of a sea on at the time of the accident?

Mr. COLLINS. It was as calm as that board.

Senator BOURNE. How do you account for this wave that washed you off amidships?

Mr. COLLINS. By the suction which took place when the bow went down in the water.

Senator BOURNE. And the waves broke over the deck and washed you off?

Mr. COLLINS. Washed the decks clear.

Senator BOURNE. How many were around you at that time that were washed off?

Mr. COLLINS. There were hundreds on the starboard side.

Senator BOURNE. And you think every one of the hundreds were washed in the water?

Mr. COLLINS. Yes, sir; they were washed off into the water.

Senator BOURNE. The order had been given that every passenger and member of the crew should put on a life belt?

Mr. COLLINS. Yes, sir.

Senator BOURNE. What became of those hundreds that were washed off at the same time you were?

Mr. COLLINS. I got on to the raft. I could see when I got on to the raft. I saw the stern of the boat, and I saw a mass of people and wreckage, and heard cries.

Senator BOURNE. In the water?

Mr. COLLINS. In the water.

Senator BOURNE. How many were rescued from the water beside yourself, on the boat you got into, which I understand was No. 16?

Mr. COLLINS. No, sir; the boat we got into was not No. 16.

Senator BOURNE. What was the number?

Mr. COLLINS. It was a collapsible boat.

Senator BOURNE. Was it not numbered?

Mr. COLLINS. No, sir; not that I know of.

Senator BOURNE. The collapsible boats were not numbered?

Mr. COLLINS. No, sir.

Senator BOURNE. How many of the hundreds that were washed off of the ship at the same time with you got into the collapsible boat with you?

Mr. COLLINS. Well, sir, the boat was taken off the saloon deck, and the wave came up and washed the boat right off, and she was upside down, sir, and the water washed over her. She was turned over, and we were standing on her.

Senator BOURNE. You were standing on the bottom of the boat?

Mr. COLLINS. Yes, sir.

Senator BOURNE. The boat being upset?

Mr. COLLINS. Yes, sir.

Senator BOURNE. How many got on to the bottom of the boat with you?

Mr. COLLINS. We lifted four people.

Senator BOURNE. There were five on there; four beside yourself?

Mr. COLLINS. Oh, sir, there was more.

Senator BOURNE. There were probably 15 on there at the time you got on?

Mr. COLLINS. Exactly, sir.

Senator BOURNE. Then what did you do?

Mr. COLLINS. We were drifting about there; we drifted, I am sure, a mile and a half from the *Titanic*, from where she sank, and there was some lifeboat that had a green light on it, and we thought it was a boat after the *Titanic* had sunk. We thought this green light was some boat, and we commenced to shout. All we saw was the green light. We were drifting about for two hours, and then we saw the lights of the *Carpathia*. We saw her topmast lights. Then came daylight, and we saw our own lifeboats, and we were very close to them. We were about from this window here to over there, almost opposite them; but in the dark we could not see them. When it became daylight, we spied them and shouted to them, and they came over to us, and there was two of our lifeboats that lifted the whole lot that were on the collapsible boats. Then the *Carpathia* came into sight. We saw her masthead lights first and saw her starboard and port side lights. When she came near us, we saw her, and we did not know what boat it was. Then there was one of our own boats had got a sail, and we put up the sail. The fellow that was guiding this boat put up the sail. When he put up the sail, he told us he would come back and take us in tow. He did what he said; but we rowed for the *Carpathia*, and whenever we got in amongst a lot of wreckage we rowed on ahead. The wind rose, and the waves were coming up, and we were rowing for all we were worth. Then the *Carpathia* blew her horn, and we all seen the *Carpathia*. She stopped in the one place. We were at this time within a mile of her, and she did not make any sign of coming over near to us. She stopped in the one place, and, I think, lowered two or three of her own boats, and her own boats were kept in the water when one of our boats, the sailboat, went up alongside of her.

Senator BOURNE. Why did the *Carpathia* lower any of her boats as long as none of your boats were in distress?

Mr. COLLINS. To take up some of the bodies that had been washed up by the side of her.

Senator BOURNE. How near was she to the place where the *Titanic* sank?

Mr. COLLINS. I could not say; it was dark when the *Titanic* sank.

Senator BOURNE. I understand; but it was light when you got on the *Carpathia*?

Mr. COLLINS. Yes. I could not say.

Senator BOURNE. Did the men on the bottom of the collapsible boat refuse to let others get on from the water?

Mr. COLLINS. Only one, sir. If a gentleman had got on we would all have been turned over. We were all on the boat. One was running from one side to the other to keep her steady. If this man had caught hold of her he would have tumbled the whole lot of us off.

Senator BOURNE. Who prevented him?

Mr. COLLINS. We were all telling him not to get on. He said, "That is all right, boys, keep cool," he said; "God bless you," and he bid us good-by and he swam along for about two minutes and we seen him, but did not see him moving off; we saw his head, but we did not see him moving his hands. Then we were washed out of his road.

Senator BOURNE. There was only this one instance, then, when one tried to get on?

Mr. COLLINS. There were others that tried to get on, but we would not let them on. A big foreigner came up; I think he was a Dutchman. He came up to the stern and he hung on to me all the time.

Senator BOURNE. Was he saved?

Mr. COLLINS. He was, sir.

Senator BOURNE. Then all those who wanted to get on and tried to get on, got on, with the exception of only one?

Mr. COLLINS. Only one, sir.

Senator BOURNE. That was when you had all on the boat that she could support?

Mr. COLLINS. Yes, sir.

Senator BOURNE. He was not pushed off by anyone, but those on the boat asked him not to try to get on?

Mr. COLLINS. Yes, sir.

Senator BOURNE. And he acquiesced?

Mr. COLLINS. Yes, sir.

Senator BOURNE. You do not know whether he was saved or not?

Mr. COLLINS. No, sir; I do not think he was.

Senator BOURNE. You say this was your first cruise?

Mr. COLLINS. It was.

Senator BOURNE. On any ship?

Mr. COLLINS. On any ship.

Senator BOURNE. How do you know you had a numbered boat?

Mr. COLLINS. By my companion, sir; by my companion on the saloon deck.

Senator BOURNE. By your companion you mean whom?

Mr. COLLINS. My mate.

Senator BOURNE. And he had sailed a number of voyages, I suppose, and he was familiar?

Mr. COLLINS. Yes; he was an old hand at it.

Senator BOURNE. And he told you——

Mr. COLLINS. My number was No. 16.

Senator BOURNE. Did you know where No. 16 was located, or did he show you?

Mr. COLLINS. He showed me, sir.

Senator BOURNE. You two went together?

Mr. COLLINS. The two of us went together, sir, until I was washed off the deck.

Senator BOURNE. Was he saved?

Mr. COLLINS. No, sir.

Senator BOURNE. He was washed off at the same time you were?

Mr. COLLINS. He was washed off at the same time.

Senator BOURNE. Why did you wait until Sunday morning to find your boat number?

Mr. COLLINS. Sir, the boat had struck, sir, before I heard tell of my number.

Senator BOURNE. No one informed you that you were assigned to any boat at all until your mate told you, the night of the accident?

Mr. COLLINS. Yes, sir; we were to muster on Sunday at 11 o'clock for the fire and boat drill, and it did not come off.

Senator BOURNE. That is all. We are much obliged to you.

## TESTIMONY OF FREDERICK CLENCH.

[Testimony taken before Senator Bourne on behalf of the subcommittee.]

The witness was sworn by Senator Bourne.

Senator BOURNE. Kindly state your age, residence, and occupation.

Mr. CLENCH. Able-bodied seaman; I live at No. 10, The Flats, Chantry Road, Southampton.

Senator BOURNE. How long have you followed the sea?

Mr. CLENCH. About 19 years now, sir.

Senator BOURNE. How long have you been rated as an able-bodied seaman?

Mr. CLENCH. Well, I think I have been about 16 years as able seaman.

Senator BOURNE. Have you been altogether on steam lines, or have you been on sailing vessels?

Mr. CLENCH. No, sir; I have all the time been on steam boats—different lines, you know.

Senator BOURNE. How long have you been on the White Star?

Mr. CLENCH. Well, I done six voyages with the *Olympic*. This would make the seventh one.

Senator BOURNE. Have you sailed on other lines besides the White Star?

Mr. CLENCH. I have been on the Elder-Dempster Line.

Senator BOURNE. You were on the *Titanic* on her maiden voyage, were you?

Mr. CLENCH. Yes, sir.

Senator BOURNE. What day did you join the ship?

Mr. CLENCH. On a Wednesday, sir.

Senator BOURNE. Was that the day of the sailing?

Mr. CLENCH. The day of the sailing, sir.

Senator BOURNE. Will you kindly explain in your own way what occurred just prior and subsequent to the catastrophe?

Mr. CLENCH. I was asleep in my bunk when the accident occurred, and I was awakened by the crunching and jarring, as if it was hitting up against something.

Senator BOURNE. Were you sound asleep?

Mr. CLENCH. I was sound asleep.

Senator BOURNE. Are you a heavy sleeper?

Mr. CLENCH. No, sir; it did not take much to wake me. I am a light sleeper. If anybody touches me, I will jump quick. Of course I put on my trousers and I went on deck on the starboard side of the well deck and I saw a lot of ice.

Senator BOURNE. On the deck itself?

Mr. CLENCH. On the deck itself.

Senator BOURNE. What deck was that?

Mr. CLENCH. The well deck, sir. With that, I went in the alleyway again under the forecastle head to come down and put on my shoes. Some one said to me, “Did you hear the rush of water?” I said, “No.” They said, “Look down under the hatchway.” I looked down under the hatchway and I saw the tarpaulin belly out as if there was a lot of wind under it, and I heard the rush of water coming through.

Senator BOURNE. You heard that?

Mr. CLENCH. Yes.

Senator BOURNE. How soon after you struck? How many minutes, would you think?

Mr. CLENCH. I should say about 10 minutes, sir.

Senator BOURNE. After you were awake?

Mr. CLENCH. After I was awake, yes. I went down below and put my guernsey on, my round hat on, and after that I sat down on a stool having a smoke?

Senator BOURNE. Down in the forecastle?

Mr. CLENCH. Down in the forecastle.

Senator BOURNE. Although you had seen this water coming in?

Mr. CLENCH. I seen the water coming in, and I thought it was all right.

Senator BOURNE. You thought she would not sink, Mr. Clench?

Mr. CLENCH. I thought she would not sink then, sir. Then after I lighted the pipe, I heard the boatswain's pipe call all hands out on deck. We went up to where he stood under the forecastle, and he ordered all hands to the boat deck. We proceeded up on the boat deck, and when we got up there he told us to go to the starboard side and uncover the boats. I went down to No. 11 boat, unlacing the cover, and just as I started to unlace, along come an officer.

Senator BOURNE. Were you assigned to No. 11?

Mr. CLENCH. No; No. 4 was my boat. We were sent there to uncover the boat, and an officer came along and drafted me on the other side, the port side. I went to No. 16 on the port side—the after boat, and started getting out the boat falls to let them down; I got out the two falls and coiled them down on the deck. When I was putting the plug in the boat in readiness to be lowered they were swinging the boat out.

Senator BOURNE. Were you in the boat at the time it was swinging out?

Mr. CLENCH. I was in the boat at the time she was swinging out.

Senator BOURNE. Fixing the plug?

Mr. CLENCH. Fixing the plug.

Senator BOURNE. You were the only man in the boat at that time?

Mr. CLENCH. I was the only man in the boat at that time. I jumped out of that boat and got her all ready for lowering, and helped get the other falls out of the other boats. No. 14 boat we went to next.

Senator BOURNE. No. 14 being next to No. 16. The even numbers were on one side and the odd numbers on the other?

Mr. CLENCH. Yes, sir; the even numbers on the port side and the odd numbers on the starboard. I got the three boats out, and we lowered them down level with the boat deck. Then I assisted Mr. Lightoller—

Senator BOURNE. The second officer?

Mr. CLENCH. The second officer. Him and me stood on the gunwale of the boat helping load the women and children in. The chief officer was passing them along to us, and we filled the three boats like that.

Senator BOURNE. You filled No. 16 first?

Mr. CLENCH. No; filled 12 first. After we got them already lowered down to the deck, then we went to No. 14 to lower—

Senator BOURNE. How many did you put in No. 12? Have you any idea?



Mr. CLENCH. I could not tell you exactly, but I should say from 40 to 50 people.

Senator BOURNE. And what is the capacity, ordinarily, as you figure; 65?

Mr. CLENCH. I think the number is about 65, but, of course, I suppose they were thinking of lowering them down and the falls would not be safe enough; but at any rate, we had to go to No. 14 and do the same there. Me and Mr. Lightoller and the chief officer passed them in as we stood on the gunwale; in all three of the boats, that was. After we finished No. 16 boat, I goes out and looks at the falls again to see that they are all ready for going down clear. When I got back to No. 12 again, the chief officer happened to come along, and he said, “How many men have you in this boat?” There was one man in the boat, one sailor, and I said, “Only one, sir.” He looked up, and me being the only sailor there, he said, “Jump into that boat,” he said, “and make the complement”—that was two seamen.

Senator BOURNE. That was in No. 14?

Mr. CLENCH. That was in No. 12, sir. That was the boat I went away in. I goes into the boat, and then, of course, we had to wait for orders to lower away. We started lowering away and get down to the water. I goes and gets the tumbler and drops clear into the water, and drops clear of the blocks.

Senator BOURNE. The tumbler being the loosener from the fall?

Mr. CLENCH. Yes, sir; pulls the hook back so we dropped clear of the falls. Then we had orders to pull away from the ship.

Senator BOURNE. Who gave you the orders?

Mr. CLENCH. They were shouted from the deck.

Senator BOURNE. By what officer? Do you know?

Mr. CLENCH. I could not say what officer, now. He was too high up, and it was so dark I could not see.

Senator BOURNE. Who was in charge of the boat you went in to make up the complement?

Mr. CLENCH. A seaman.

Senator BOURNE. He was in charge?

Mr. CLENCH. He was in charge?

Senator BOURNE. Was it only a petty officer?

Mr. CLENCH. No, sir; an able seaman. We had instructions when we went down that we were to keep our eye on No. 14 boat, where Mr. Lowe, the fifth officer, was, and keep all together as much as we could, so that we would not get drifted away from one another.

Senator BOURNE. So as to give relief immediately, if needed?

Mr. CLENCH. Yes, sir. We got the boat out, I suppose, a quarter of a mile away from the ship; then we laid on our oars and stood by, and all stopped together.

Senator BOURNE. How many passengers were in No. 14, would you say, Mr. Clench?

Mr. CLENCH. I think about 50, sir.

Senator BOURNE. And only two seamen?

Mr. CLENCH. Two seamen; that is all, sir.

Senator BOURNE. Who did the rowing?

Mr. CLENCH. Both seamen had to row out as far as they could, sir.

Senator BOURNE. Did any passengers row?

Mr. CLENCH. I could not say about No. 14 boat, sir; we had gone ahead of them.



Senator BOURNE. The boat that you were in—what number was that?

Mr. CLENCH. No. 12, sir.

Senator BOURNE. How many passengers were in it?

Mr. CLENCH. Between 14 and 15, in ours.

Senator BOURNE. And only two seamen in it?

Mr. CLENCH. Two seamen.

Senator BOURNE. No other members of the crew?

Mr. CLENCH. No members of the crew. There was only one male passenger in our boat, and that was a Frenchman who jumped in, and we could not find him, sir.

Senator BOURNE. Where was he?

Mr. CLENCH. Under the thwart, mixed with the women. In fact, of course, we could not look for him just as we dropped into the water.

Senator BOURNE. He got into the boat before you lowered her?

Mr. CLENCH. Before we lowered her.

Senator BOURNE. Without your knowledge?

Mr. CLENCH. Without our knowing it.

Senator BOURNE. How do you think he was able to do that?

Mr. CLENCH. I could not say, that, sir. We were, of course, attending to the falls and looking out to see that they went down clear.

Senator BOURNE. All of the rest of your passengers were women and children?

Mr. CLENCH. Women and children.

Senator BOURNE. You rowed away from the ship about a quarter of a mile?

Mr. CLENCH. About a quarter of a mile.

Senator BOURNE. Then you rested on your oars?

Mr. CLENCH. Then we rested on our oars.

Senator BOURNE. According to orders?

Mr. CLENCH. According to orders.

Senator BOURNE. What happened then? How long did you rest and what did you do after you resumed rowing?

Mr. CLENCH. We was rowing up there, and up come the officer, after the ship was gone down, come up with us with his boat, and transferred some of his people he had in his boat into two boats of ours; I could not say the number of the other boats, but he transferred his people into ours so that he would have a clear boat to go around to look for the people who were floating in the water.

Senator BOURNE. Could you, from your boat, see anybody floating or swimming around in the water?

Mr. CLENCH. Never seen anyone, sir.

Senator BOURNE. Did you see the ship sink?

Mr. CLENCH. Yes, sir.

Senator BOURNE. About a quarter of a mile away?

Mr. CLENCH. About a quarter of a mile away.

Senator BOURNE. Did she sink bow down?

Mr. CLENCH. Bow down; yes, sir.

Senator BOURNE. Did she break in two?

Mr. CLENCH. That I could not say.

Senator BOURNE. Did you hear any explosion?

Mr. CLENCH. I heard two explosions, sir.

Senator BOURNE. Immediately preceding the sinking of the ship?

Mr. CLENCH. Yes. Well, before the ship had sunk there was one explosion.

Senator BOURNE. How long before the ship sank?

Mr. CLENCH. I should say a matter of 10 minutes before she went under.

Senator BOURNE. There was?

Mr. CLENCH. Yes, sir.

Senator BOURNE. What did you think that was, one of the boilers bursting?

Mr. CLENCH. I figured that the water got up around one of the boilers, sir.

Senator BOURNE. Then in about 10 minutes there was another explosion?

Mr. CLENCH. There was another explosion, but I could not say how long from one to the other.

Senator BOURNE. After the second explosion, you having only heard two——

Mr. CLENCH. Only two, I heard.

Senator BOURNE (continuing). Then did the ship disappear?

Mr. CLENCH. The lights went out after the second explosion. Then she gradually sank down into the water very slowly.

Senator BOURNE. How long a time would you say it was after the second explosion before she sank out of sight?

Mr. CLENCH. I should say a matter of about 20 minutes.

Senator BOURNE. In the sinking of the ship did she apparently go bow down and did the stern go away up in the air?

Mr. CLENCH. Yes, sir; the stern was well up in the air when the bow was underneath.

Senator BOURNE. Much higher than she was when she filled?

Mr. CLENCH. Yes, sir; so much higher that you could see the keel.

Senator BOURNE. Was the distance too great for you to see whether there were any passengers on the stern?

Mr. CLENCH. You could not discern any small objects. The lights were all out.

Senator BOURNE. Did you hear any cries of people in the water?

Mr. CLENCH. Yes, sir; there were awful cries, and yelling and shouting, and that. Of course I told the women in the boats to keep quiet, and consoled them a bit. I told them it was men in the boats shouting out to the others, to keep them from getting away from one another.

Senator BOURNE. You did not look around you?

Mr. CLENCH. I saw no one in the water whatsoever, whether alive or dead.

Senator BOURNE. You did not see any wreckage around you?

Mr. CLENCH. No, sir; we never seen no wreckage around us.

Senator BOURNE. How long did you remain about a quarter of a mile from the ship after you reached that point? Did you remain there any length of time, or did you keep on rowing away?

Mr. CLENCH. No, sir; we remained there, I should say, up until about 4 o'clock.

Senator BOURNE. A matter of an hour and a half?

Mr. CLENCH. Yes, sir; it was just after we got the women from Mr. Lowe's boat, and he said he was going around the wreckage to see if he could find anybody.

Senator BOURNE. How many did you have in your boat after you had taken part of the load from Mr. Lowe's boat?

Mr. CLENCH. I should say we had close onto 60, then.

Senator BOURNE. Full up?

Mr. CLENCH. Yes, sir; we were pretty well full up then.

Senator BOURNE. What direction did Mr. Lowe give you?

Mr. CLENCH. He told us to lie on our oars and keep together until he came back to us.

Senator BOURNE. He, in the meantime, having gone to see if he could rescue anybody where the ship had sunk?

Mr. CLENCH. Yes, sir; and while Mr. Lowe was gone I heard shouts. Of course I looked around, and I saw a boat in the way that appeared to be like a funnel. We started to back away then. We thought it was the top of the funnel. I put my head over the gunwale and looked along the water's edge and saw some men on a raft. Then I heard two whistles blown. I sang out "Aye, aye; I am coming over," and we pulled over and found it was a raft—not a raft, exactly, but an overturned boat—and Mr. Lightoller was there on that boat, and I believe—I do not know whether I am right or not, but I think the wireless operator was on there, too. We took them on board the boat and we shared the amount of the room that was there.

Senator BOURNE. How many were there on this boat that was there?

Mr. CLENCH. I should say about 20, sir.

Senator BOURNE. So that you had about 60 at the time you rescued them, and you took on approximately 10 more?

Mr. CLENCH. Yes, sir; that made about 70 in my boat.

Senator BOURNE. The 60 were all women and children, except one man and your mate?

Mr. CLENCH. Me and my mate—that is, when we came away from the boat; but when we got transferred we had some more put aboard from Mr. Lowe's boat. They were all men we picked up off of the raft, or the overturned boat. It was a raft more than anything.

Senator BOURNE. Was it one of the collapsible boats that had overturned?

Mr. CLENCH. Some term them "collapsible" boats, and some term them "surf" boats.

Senator BOURNE. But she was bottom up?

Mr. CLENCH. Bottom up, sir.

Senator BOURNE. They were all standing on the bottom?

Mr. CLENCH. On the bottom of the boat, sir; and Mr. Lightoller, he came aboard of us. They were all wet through, apparently; they had been in the water.

Senator BOURNE. Then what did you do?

Mr. CLENCH. Mr. Lightoller took charge of us and sighted the *Carpathia's* lights. Then we started heading for that. We had to row a tidy distance to the *Carpathia*, because there was boats ahead of us, you see, and we had a boat in tow with us, besides all the people we had aboard.

Senator BOURNE. When did you sign for the ship?

Mr. CLENCH. I signed on Monday, sir.

Senator BOURNE. And sailed when?

Mr. CLENCH. On Wednesday.

Senator BOURNE. Were you assigned to any lifeboat at the time or any boat?

Mr. CLENCH. Yes, sir; I was put on the boat list as on No. 4.

Senator BOURNE. You were assigned to that boat?

Mr. CLENCH. Yes, sir.

Senator BOURNE. As soon as you had signed your articles?

Mr. CLENCH. Oh, no, sir.

Senator BOURNE. When did you get notice you were assigned to No. 4?

Mr. CLENCH. I suppose we had been out a couple of days before notice had been put up.

Senator BOURNE. They had no drills before leaving the dock?

Mr. CLENCH. Yes, sir; two boats were sent away.

Senator BOURNE. But your boat was not?

Mr. CLENCH. No, sir.

Senator BOURNE. It was not. There were only two boats drilled at the dock prior to sailing?

Mr. CLENCH. That was all, sir, and they were manned by the seamen. They pulled around the dock and come back and got hoisted up again.

Senator BOURNE. Why did they not have a drill for all of the boats? Is not that customary?

Mr. CLENCH. No, sir; there is only two boats goes out.

Senator BOURNE. Those are the emergency boats?

Mr. CLENCH. No, sir; not emergency boats—the lifeboats.

Senator BOURNE. There were 14 of what are designated lifeboats on the *Titanic*?

Mr. CLENCH. Fourteen lifeboats and two emergency boats.

Senator BOURNE. And four collapsible boats?

Mr. CLENCH. Four collapsible boats.

Senator BOURNE. Making 20 altogether?

Mr. CLENCH. Twenty altogether.

Senator BOURNE. Why should they pick out and have a drill with 2 of the 14 lifeboats and not drill with the other 12?

Mr. CLENCH. Why, I could not say.

Senator BOURNE. In your experience at sea have you always been assigned to different boats, on different lines?

Mr. CLENCH. Yes, sir.

Senator BOURNE. As soon as you had signed your articles?

Mr. CLENCH. As soon as you went aboard the ship there was the boat list stuck up in the forecastle for you.

Senator BOURNE. Was it customary then to have boat drills?

Mr. CLENCH. Yes, sir; we had a board of trade muster then, on the other ships I have been on.

Senator BOURNE. But you did not have any on this boat, the *Titanic*?

Mr. CLENCH. They just had a line up, sir, and that is all, and we were told to go to the boats and get away.

Senator BOURNE. How long after you sailed did you know your boat?

Mr. CLENCH. About two days after, sir.

Senator BOURNE. How did you get knowledge of your allotment or designation for No. 4?

Mr. CLENCH. Because it was posted up on the forecastle door.

Senator BOURNE. That was the first intimation you had?

Mr. CLENCH. That was the first information I had.

Senator BOURNE. Did they have any boat drill at all during the voyage?

Mr. CLENCH. No, sir.

Senator BOURNE. Did you see any notice of any drill that was called for during the voyage?

Mr. CLENCH. No, sir.

Senator BOURNE. Is it customary, according to your experience you have had in the years you have been sailing on steamships, to have boat drills during voyages?

Mr. CLENCH. Yes, sir; every Saturday at sea, on the boats I have been in.

Senator BOURNE. But they had none on the *Titanic*?

Mr. CLENCH. No, sir. When I was on the *Olympic* we used to have it on Sunday, if we remained in port on Sunday.

Senator BOURNE. What did that drill consist of? Would you explain it so that we can understand just what a boat drill is such as those you had on the *Olympic* on a Sunday?

Mr. CLENCH. Well, every Sunday the fire bell rang, and all like that, and you had to attend to your fire hose, and after that was done we proceeded to our boats. When the whistle blowed, each man went to his boat. There was two seamen allotted to each boat.

Senator BOURNE. You would just go to the boat and walk away?

Mr. CLENCH. No, sir; we would walk up, line up, and get our names called out.

Senator BOURNE. You would not take the canvas off and lower the boats and get into the boats and have any drill?

Mr. CLENCH. No, sir.

Senator BOURNE. That is never done?

Mr. CLENCH. That is never done. I have never done that.

Senator BOURNE. But they did not on the *Titanic* even have muster and the men walk up to the various boats to which they had been allotted?

Mr. CLENCH. Yes, sir; that is, when we used to have a Sunday in New York.

Senator BOURNE. On the *Titanic* did they do this?

Mr. CLENCH. Only in Southampton, sir.

Senator BOURNE. They did not do it on the voyage?

Mr. CLENCH. No, sir.

Senator BOURNE. But on the *Olympic*, every voyage you took on her they did it every Sunday?

Mr. CLENCH. If we happened to get a Sunday in New York, sir.

Senator BOURNE. Did you hear any shooting?

Mr. CLENCH. Yes, sir; Mr. Lowe was in No. 14 boat, and he sings out, “Anybody attempting to get into these boats while we are lowering them, I will shoot them,” and he shot three shots.

Senator BOURNE. Did he shoot anybody?

Mr. CLENCH. He shot straight down in the water.

Senator BOURNE. Did not fire at anybody?

Mr. CLENCH. No, sir; just shot to frighten the people.

Senator BOURNE. Was there any effort made, after he fired three shots, by anyone to get into the boat?

Mr. CLENCH. No, sir.

Senator BOURNE. There was no confusion at all?

Mr. CLENCH. No confusion whatever, sir. Everything went as if it was boat drill in Southampton.

Senator BOURNE. Did any of the able-bodied seamen ever go into the crow's nest to look out, or are the lookouts specially selected?

Mr. CLENCH. Special men assigned to that.

Senator BOURNE. For that purpose?

Mr. CLENCH. For that purpose only.

Senator BOURNE. Do any of them go into the eyes of the boat to keep a lookout?

Mr. CLENCH. Only in case of a fog, sir.

Senator BOURNE. Then would you or some of your mates do that?

Mr. CLENCH. We would have to go up in the crow's nest and relieve the lookout. He would come down and go in the eyes of the boat.

Senator BOURNE. Was there anyone in the eyes of the boat at the time of the accident?

Mr. CLENCH. I could not say, sir, because I was not on deck.

Senator BOURNE. Will you kindly define your duties at sea as an able-bodied seaman?

Mr. CLENCH. When I was on the *Olympic*, sir?

Senator BOURNE. On the *Titanic*.

Mr. CLENCH. Well, I was picked out for alleyway man, what we term the engineer's alleyway, what we term the working alleyway. That was to work from 6 to 5; keep it swept up, and all paint work clean. That was my duty aboard that ship.

Senator BOURNE. Did you ever take a trick at the wheel?

Mr. CLENCH. No, sir.

Senator BOURNE. They have wheel men specially selected?

Mr. CLENCH. A quartermaster assigned on that, just the same as the lookout, a special man.

Senator BOURNE. Are you familiar with the boiler rooms?

Mr. CLENCH. No, sir.

Senator BOURNE. Was there any criticism on the part of any of the men that any of the officers were incompetent, or that there was any intemperance or that there was anyone to blame for the disaster?

Mr. CLENCH. No; I can not say that there is.

Senator BOURNE. You have not heard of any?

Mr. CLENCH. I have not heard of any. As for any intemperance, you seldom saw anything on a boat like that. I mean to say you can not get anything to drink there, so you are bound to be a teetotaler there.

Senator BOURNE. Have you had experience—I do not mean in the way of being shipwrecked—with ice, before?

Mr. CLENCH. No, sir; never.

Senator BOURNE. This is your first experience?

Mr. CLENCH. Yes, sir. Unless it was like on other ships when we have been laying in the river in New York.

Senator BOURNE. But you had not been in the iceberg belt before?

Mr. CLENCH. Never.

Senator BOURNE. When it became dawn or daylight, did you find many bergs and much ice around you?

Mr. CLENCH. Yes, sir; there was a large field of ice, I should say 20 to 30 miles long, just ahead of us and there was a few bergs floating around, large ones, too.



Senator BOURNE. How long after the *Carpathia* reached the scene of the disaster did it take you to get out of the field where the ice was?

Mr. CLENCH. I should say about two hours and a half.

Senator BOURNE. It is your opinion that the ship did not break in two?

Mr. CLENCH. That I can not say, sir, because it was so dark.

Senator BOURNE. You were too far away?

Mr. CLENCH. We was too far away to see anything like that, although we could not have been so far away, because when we picked up that surfboat that was overturned she must have been pretty well over the wreck, because they had nothing to propel themselves along with; they had no oars or nothing; they was at a standstill at the time.

Senator BOURNE. Did you learn, from those on the surfboat that was bottom up, how she capsized?

Mr. CLENCH. I do not know that she capsized at all, sir; she went down bow first.

Senator BOURNE. I mean the surfboat.

Mr. CLENCH. No. I never heard, sir, how it happened. The men was too much exhausted to talk much.

Senator BOURNE. Did they all survive, that you rescued?

Mr. CLENCH. Yes, sir; although we thought it was a case with the wireless operator, who was very bad. We said we thought he was going to “croak.”

Senator BOURNE. I think that will be all. I am very much obliged to you.

Witness excused.

### TESTIMONY OF MR. ERNEST ARCHER.

[Testimony taken before Senator Bourne on behalf of the subcommftee.]

The witness was sworn by Senator Bourne.

Senator BOURNE. Please state your name, age, residence, and occupation.

Mr. ARCHER. Ernest Archer; age 36; 59 Port Chester Road, Woolston, Southampton; able seaman.

Senator BOURNE. How long have you been rated as an able seaman?

Mr. ARCHER. About 20 years.

Senator BOURNE. How long have you sailed with the White Star Line?

Mr. ARCHER. With the White Star Line, five years this month.

Senator BOURNE. When did you join the *Titanic*?

Mr. ARCHER. On Wednesday, the 10th of April, sir.

Senator BOURNE. Did you sign the day she sailed?

Mr. ARCHER. No; signed on Monday, two days before she sailed.

Senator BOURNE. You were on the *Titanic* at the time of the catastrophe?

Mr. ARCHER. Yes, sir.

Senator BOURNE. Will you explain, please, in your own way, what occurred immediately preceding and following the accident?

Mr. ARCHER. I was in my bunk, asleep. I heard a kind of a crush, something similar to when you let go the anchor; it sounded like the cable running through the hawse pipe.



Senator BOURNE. Was there a shock, a jar?

Mr. ARCHER. No; no shock and no jar; just a grating sensation.

Senator BOURNE. You were asleep at the time?

Mr. ARCHER. I was asleep at the time.

Senator BOURNE. Are you a sound or a light sleeper?

Mr. ARCHER. A pretty light sleeper, sir.

Senator BOURNE. You are easily awakened?

Mr. ARCHER. Yes, sir.

Senator BOURNE. So, if there had been much of a shock, you think you would have felt it, although you had been asleep?

Mr. ARCHER. Yes, sir.

Senator BOURNE. It was more of a noise?

Mr. ARCHER. More of a noise than a shock, sir.

Senator BOURNE. What happened?

Mr. ARCHER. I jumped out of my bed, put on a pair of trousers, and ran up on deck to find out what was the matter. I saw some small pieces of ice on the starboard side, on the forward deck.

Senator BOURNE. Which deck?

Mr. ARCHER. The fore well deck.

Senator BOURNE. How much ice was there?

Mr. ARCHER. Not an extraordinary lot, sir.

Senator BOURNE. How much?

Mr. ARCHER. Not a great lot.

Senator BOURNE. No heavy pieces?

Mr. ARCHER. No, sir.

Senator BOURNE. Not any 50 or 100 ton chunks?

Mr. ARCHER. No; nothing like that; just small pieces.

Senator BOURNE. No pieces any larger than your head?

Mr. ARCHER. No; I never saw any larger than that. After I saw the ice I went back in the door and put on a pair of shoes, a guernsey, and a cap. While I was doing that the boatswain ordered us on deck.

Senator BOURNE. How long after that did that occur?

Mr. ARCHER. About 10 minutes, sir.

Senator BOURNE. What did you do?

Mr. ARCHER. We went on deck to the top of the forecastle ladder, to the boatswain, and we waited for the watch, and he gave us orders, and we proceeded to the boat deck and proceeded to uncover and clear away the boats.

Senator BOURNE. Had you been assigned to a boat?

Mr. ARCHER. Yes, sir.

Senator BOURNE. What number?

Mr. ARCHER. No. 7.

Senator BOURNE. That was on the port side?

Mr. ARCHER. No; on the starboard side, sir.

Senator BOURNE. The odd numbers were on the starboard side?

Mr. ARCHER. Yes; the odd numbers on the starboard side and the even numbers on the port.

Senator BOURNE. Did you go right to your own boat, No. 7?

Mr. ARCHER. No; we did not have orders to go to No. 7; we had orders to uncover all boats.

Senator BOURNE. You went, then, to the boat you were nearest to at the time?

Mr. ARCHER. We were to start and get it ready for lowering.

Senator BOURNE. After you uncovered the boats, what then?

Mr. ARCHER. We went to them, uncovered them, and got the falls ready for lowering. Then I went over to the starboard side and assisted in lowering about three boats. I could not mention the number of the boats I lowered. I never taken any notice. Then an officer came along—I could not mention his name—and he sang out that they wanted some seamen on the other side, on the port side, to assist over there. I went over there and assisted in getting Nos. 12, 14, and 15 out. I assisted in getting the falls and everything ready, and the passengers into No. 14 boat. Then I went to No. 16.

Senator BOURNE. Have you a recollection that would be sufficiently distinct to be of value of the number of passengers that went into Nos. 12, 14, and 16?

Mr. ARCHER. Well, I should say, sir, they would approach about 50.

Senator BOURNE. To each boat?

Mr. ARCHER. To each boat.

Senator BOURNE. Then what?

Mr. ARCHER. Then when I got to No. 16 boat the officer told me to get into the boat and see that the plug was in; so I got in the boat. I seen that the plug was in tight; then they started to put passengers in, and I assisted to get them in.

Senator BOURNE. Were you still remaining in No. 16?

Mr. ARCHER. Still remaining in the boat and assisting the passengers, children and ladies, to the boat.

Senator BOURNE. Did any men get in?

Mr. ARCHER. No, sir; I never saw any men get in, sir; only my mate.

Senator BOURNE. You were directed by the officer to get into the boat, and your mate was directed by the officer to get into the boat?

Mr. ARCHER. So far as I know, he was, sir. I never heard the order for him to get in. I was busy with the children. I was busy. I did not know who was speaking.

Senator BOURNE. Then what?

Mr. ARCHER. I heard him give orders to lower the boat. The last order I received after I heard that was from the officer, to allow nobody in the boat, and there was no one else to get into the boat. That was just prior to starting the lowering.

Senator BOURNE. You and your mate were in the boat?

Mr. ARCHER. Yes, sir.

Senator BOURNE. Was the officer in the boat?

Mr. ARCHER. No; no officer in the boat.

Senator BOURNE. Then you lowered the boat?

Mr. ARCHER. We lowered the boat, and my mate pulled at the releasing bar for both falls, and that cleared the boat, and we started to pull away.

Senator BOURNE. Having about 50 passengers in the boat and only your mate and yourself?

Mr. ARCHER. Yes, sir; the master-at-arms came down after us. He was the coxswain.

Senator BOURNE. He came down one of the ropes?

Mr. ARCHER. Yes, sir; came down the fall.

Senator BOURNE. He was sent by an officer?

Mr. ARCHER. I presume he was sent by an officer.

Senator BOURNE. To help fill up your complement?

Mr. ARCHER. He said he was sent down to be the coxswain of the boat.

Senator BOURNE. And he took charge?

Mr. ARCHER. He took charge.

Senator BOURNE. And you acted under his orders, you and your mate?

Mr. ARCHER. Yes.

Senator BOURNE. So there were three of you and about 50 passengers?

Mr. ARCHER. Yes, sir.

Senator BOURNE. All women and children, or some men?

Mr. ARCHER. All women and children.

Senator BOURNE. While you were loading the boat was there any effort made on the part of the others to crowd into the boat?

Mr. ARCHER. No, sir; I never saw any.

Senator BOURNE. No confusion?

Mr. ARCHER. No confusion at all.

Senator BOURNE. No individuals, men or others, who were repelled from getting in?

Mr. ARCHER. No, sir; I never saw anything of that at all, sir; everything was quiet and steady.

Senator BOURNE. Then after you commenced to row away?

Mr. ARCHER. We rowed, I should say, a quarter of a mile away from the ship, and we remained there.

Senator BOURNE. Why did you remain?

Mr. ARCHER. We stood by the ship, sir. We would not go right away from it. To tell you the truth, I did not think the ship would go down. I thought we might go back to her again afterwards.

Senator BOURNE. After she struck, the general impression, so far as the ship was concerned, was that she was not going to sink?

Mr. ARCHER. I did not think so myself, sir.

Senator BOURNE. You remained, then, about a quarter of a mile away, and what happened?

Mr. ARCHER. I heard a couple of explosions.

Senator BOURNE. You heard two?

Mr. ARCHER. I heard two.

Senator BOURNE. How far apart were the two?

Mr. ARCHER. I should say they would be about 20 minutes between each explosion. From the time I heard the first one until I heard the second one it would be about 20 minutes, sir.

Senator BOURNE. What did you assume from the explosions?

Mr. ARCHER. That the water had gotten into the boiler room.

Senator BOURNE. Were you sufficiently near so that you could see the ship itself when you were about a quarter of a mile away?

Mr. ARCHER. Yes, sir; quite distinguish it.

Senator BOURNE. That is, the lights on the ship?

Mr. ARCHER. Oh, yes; sir.

Senator BOURNE. Did the bow lights go out first?

Mr. ARCHER. They started to go out from forward.

Senator BOURNE. Did quite a number of the lights in the bow, or forward, go out at the same time?

Mr. ARCHER. Yes, sir.

Senator BOURNE. Or were they gradually going out?

Mr. ARCHER. Gradually worked along, sir.

Senator BOURNE. From bow to stern?

Mr. ARCHER. From bow to stern; yes, sir.

Senator BOURNE. Do you think the ship broke in two?

Mr. ARCHER. Well, I could not say that, sir.

Senator BOURNE. There was nothing that gave you such an impression?

Mr. ARCHER. No, sir.

Senator BOURNE. You were watching the ship all the time?

Mr. ARCHER. Watching it settle down all the time; yes, sir.

Senator BOURNE. How long a period elapsed from the time the lights began to go out forward, and then aft, before all the lights went out? Two or three minutes or seconds?

Mr. ARCHER. I should say three quarters of an hour.

Senator BOURNE. You would?

Mr. ARCHER. Yes, sir; from the time they first started to go out.

Senator BOURNE. You were not familiar with the boiler rooms on the ship?

Mr. ARCHER. No, sir; I never was in the boiler rooms at all.

Senator BOURNE. Did you hear any cries after the lights went out?

Mr. ARCHER. Yes, sir; when the ship went down she seemed to come up on end.

Senator BOURNE. When she came up on end, the stern up in the air, was her keel visible? Did you see that?

Mr. ARCHER. I could not say, sir, that I could see her keel.

Senator BOURNE. Were the lights still visible on the stern?

Mr. ARCHER. No, sir; the lights were out.

Senator BOURNE. How, at that time in the morning, would it be possible for you to see that the stern was in the air and the bow down, at a distance of a quarter of a mile? It was just a black object, was it not?

Mr. ARCHER. Yes, sir; just a black mass.

Senator BOURNE. What time, about, did you figure this was? Have you any idea?

Mr. ARCHER. Well, I should say about 2 o'clock.

Senator BOURNE. But that would be a guess on your part, would it?

Mr. ARCHER. Yes, sir; about 2 o'clock. I had no watch to see any time, so it would be only a rough guess.

Senator BOURNE. Then what did you do after the ship had sunk?

Mr. ARCHER. It was spoken by one of the lady passengers to go back and see if there was anyone in the water we could pick up, but I never heard any more of it after that.

Senator BOURNE. And the boat was in charge of the master-at-arms?

Mr. ARCHER. The master-at-arms had charge of the boat.

Senator BOURNE. Did this lady request you to go back?

Mr. ARCHER. Yes, sir; she requested us to go back.

Senator BOURNE. What did he say?

Mr. ARCHER. I did not hear; I was in the forepart of the boat.

Senator BOURNE. There were 50 people in the boat?

Mr. ARCHER. Yes, sir.

Senator BOURNE. And you were rowing?

Mr. ARCHER. Yes, sir.

Senator BOURNE. Did any of the ladies in the boat ask to help to row or take a trick at the oar?

Mr. ARCHER. There was one, a stewardess.

Senator BOURNE. She tried to assist?

Mr. ARCHER. She tried to assist.

Senator BOURNE. And she did?

Mr. ARCHER. She did do so. I told her it was not necessary for her to do it, but she said she would like to do it to keep herself warm.

Senator BOURNE. Your boat was perfectly water-tight?

Mr. ARCHER. Oh, yes; no water in it at all, sir.

Senator BOURNE. Then you stood by until the *Carpathia* rescued you all?

Mr. ARCHER. And we fancied we saw a light, sir, and we started to pull toward the light for a time, and then, after we had been pulling for it half an hour, we saw the *Carpathia's* side lights.

Senator BOURNE. Was it the *Carpathia* you thought you saw?

Mr. ARCHER. Not in the first place.

Senator BOURNE. What was that?

Mr. ARCHER. We did not know what became of that. When we saw the *Carpathia*, we turned to go back. I knew that was a steamboat of some kind, so we turned and made back towards the *Carpathia*. Of course, it turned out to be the *Carpathia*. We did not know at the time what ship it was, but I knew it was a steamboat of some kind.

Senator BOURNE. Were any of your people transferred from your boat after you lowered her, or taken from the water by you?

Mr. ARCHER. Yes, sir; one fireman. There was one fireman found in the boat after we got clear. I do not know how he come there.

Senator BOURNE. Was he taken out of the water?

Mr. ARCHER. No, sir; I do not know how he come in the boat. He was transferred from another boat, I think it was No. 9, after we were pulling toward the *Carpathia*.

Senator BOURNE. Why was he transferred; to help row the other boat?

Mr. ARCHER. Yes, sir; to help row the other. I believe that there was only one other able seaman in it.

Senator BOURNE. Do you know his name?

Mr. ARCHER. The fireman's?

Senator BOURNE. Yes.

Mr. ARCHER. No, sir; I do not.

Senator BOURNE. What were your duties at sea?

Mr. ARCHER. Keeping the ship clean; washing the paint work; scrubbing and keeping the deck clean.

Senator BOURNE. Thank you, Mr. Archer.

Witness excused.

### TESTIMONY OF W. BRICE.

[Testimony taken before Senator Bourne on behalf of the subcommittee.]

The witness was sworn by Senator Bourne.

Senator BOURNE. Kindly state your age?

Mr. BRICE. Forty-two.

Senator BOURNE. And your residence?

Mr. BRICE. Eleven Lower Canal Walk, Southampton.

Senator BOURNE. And your occupation?

Mr. BRICE. Seaman, sir.

Senator BOURNE. Able-bodied seaman?

Mr. BRICE. Able-bodied seaman.

Senator BOURNE. How long have you been rated as a first-class, able-bodied seaman?

Mr. BRICE. Twenty-two years, sir.

Senator BOURNE. Have you been on sailing ships or steamships all the time?

Mr. BRICE. Sailing and steam ships?

Senator BOURNE. Both?

Mr. BRICE. Yes, sir.

Senator BOURNE. How long have you been with the White Star Co.?

Mr. BRICE. I have been in three ships.

Senator BOURNE. What ships?

Mr. BRICE. The *Majestic*—twice in her—the *Oceanic*, and the *Titanic*.

Senator BOURNE. When did you join the *Titanic*?

Mr. BRICE. On Monday, sir. I signed on Monday and joined her on Wednesday.

Senator BOURNE. You were on her at the time of the accident?

Mr. BRICE. Yes, sir.

Senator BOURNE. Were you on watch when the accident occurred?

Mr. BRICE. I was on watch, sir.

Senator BOURNE. How long watch did they have on the *Titanic*?

Mr. BRICE. Four hours, sir.

Senator BOURNE. Four on and four off?

Mr. BRICE. Four on, sir, and four off, with the exception of double watches. Then you go two on and two off.

Senator BOURNE. That is customary in all boats?

Mr. BRICE. Yes, sir.

Senator BOURNE. What time did you go on watch on the day the accident occurred?

Mr. BRICE. Eight o'clock.

Senator BOURNE. You were on until 12?

Mr. BRICE. On until 12.

Senator BOURNE. Where were you at the time of the accident?

Mr. BRICE. Outside of the seamen's mess room, sir.

Senator BOURNE. What was your duty during that watch?

Mr. BRICE. We were doing nothing, sir, as it was Sunday night.

Senator BOURNE. If it had been a week night what would have been your duty?

Mr. BRICE. We would have been washing the deck, sir.

Senator BOURNE. Even though it was between 10 and 12 o'clock at night you would have been washing the deck?

Mr. BRICE. Yes, sir.

Senator BOURNE. On Sunday nights you do not do that?

Mr. BRICE. They excuse us from washing deck Sunday night.

Senator BOURNE. Will you kindly tell in your own way what occurred, and what impression it made on your mind, at the time of the occurrence of the accident, and what followed afterwards until you left the ship?

Mr. BRICE. I went outside of the seamen's mess room, when I heard a crash and felt the effect of the crash, as it were——

Senator BOURNE. How severe a motion was it? Did it throw you off of your feet, at all?

Mr. BRICE. No, sir. It was like a heavy vibration. It was not a violent shock.

Senator BOURNE. There was no jar?

Mr. BRICE. No, sir; not a bad jar, as you would call it.

Senator BOURNE. But it made a noise?

Mr. BRICE. A rumbling noise, sir.

Senator BOURNE. That continued how long?

Mr. BRICE. About 10 seconds; somewhere about that.

Senator BOURNE. What did you think it was?

Mr. BRICE. I had no idea, sir, at the time, until I went on the forewell deck and saw ice on the deck.

Senator BOURNE. Which was your boat?

Mr. BRICE. No. 11 boat, sir.

Senator BOURNE. That was your boat to which you were allotted when you joined the ship?

Mr. BRICE. Yes, sir.

Senator BOURNE. How soon after you joined the ship did you receive notice of your allotment to No. 11?

Mr. BRICE. I joined the ship, and the lists were put up about Friday, you might say, sir; I will not be sure.

Senator BOURNE. Was there any notice posted that any boat drill was to take place?

Mr. BRICE. The only boat drill, sir, was on the day of leaving.

Senator BOURNE. No notice was posted as to drills?

Mr. BRICE. There was one notice given for the emergency-boat crews. There were men told off.

Senator BOURNE. What day was the notice posted for the emergency-boat drill?

Mr. BRICE. That would be the same day, Thursday morning; they were told off for the emergency-boat crew in case of accident. They were mustered at the boats every evening at 6 o'clock; mustered by a junior officer, and then dismissed.

Senator BOURNE. After you went to No. 11 boat, what did you do?

Mr. BRICE. The boat was filled from A deck, sir; there was an officer said, "Is there a sailor in the boat?" Which officer it was I could not say, amongst the crowd. There was only one officer that I knew, and that was Mr. Lightoller. There was no answer. I jumped out and went down the fall into the bow of the boat. There was nobody in the stern of the boat. I went aft and shipped the rudder, and in that time the boat had been filled with women and children.

Senator BOURNE. But before it was lowered?

Mr. BRICE. It was lowered to A deck, sir.

Senator BOURNE. You went down the fall, from where you were, down to A deck?

Mr. BRICE. Yes, sir.

Senator BOURNE. And shipped the rudder?

Mr. BRICE. Shipped the rudder, sir.

Senator BOURNE. Then you helped load the boat with women and children?

Mr. BRICE. No, sir; I was in the boat.

Senator BOURNE. I said, you helped load it?

Mr. BRICE. No, sir; I was shipping the rudder, sir, during the time the boat was being filled.



Senator BOURNE. Were you in the boat when it was lowered from the boat deck to A deck?

Mr. BRICE. I helped to lower the boat from the boat deck to A deck.

Senator BOURNE. You helped to lower the boat from the boat deck down to A deck?

Mr. BRICE. Yes, sir.

Senator BOURNE. Then you went down the fall?

Mr. BRICE. Yes, sir.

Senator BOURNE. And you went aft and began shipping the rudder?

Mr. BRICE. I went aft and began shipping the rudder, and during the time I was shipping the rudder the boat was being filled. They lowered the boat, sir. We had a bit of difficulty in keeping the boat clear of an outlet, a big body of water coming from the ship's side. The after block got jammed, but I think that must have been on account of the trip not being pushed right down to disconnect the block from the boat. We managed to keep the boat clear from this body of water coming from the ship's side.

Senator BOURNE. What was this body of water coming from the ship's side? Was it the bilge water, or what was it?

Mr. BRICE. It was the pump discharge.

Senator BOURNE. Then what?

Mr. BRICE. When we got the block clear of the boat, we pulled away from the ship.

Senator BOURNE. Did the officer know that you were in the boat?

Mr. BRICE. Well, I do not know which officer it was, sir, because I could not see who it was.

Senator BOURNE. Did you have your complement in that boat that you were in the stern of?

Mr. BRICE. I was in the bow of the boat in the first place, and then I went to the stern, and there I remained.

Senator BOURNE. When did the man who was in the bow of the boat get in? Did he get in on the A deck?

Mr. BRICE. He was not in the boat above the A deck. He must have got in from the A deck.

Senator BOURNE. There were only two seamen in the boat, then?

Mr. BRICE. Two seamen.

Senator BOURNE. Were there any others besides those and the women and children already in?

Mr. BRICE. Only a fireman and about six stewards.

Senator BOURNE. They were directed by the officer to get in?

Mr. BRICE. I could not say, sir. I was busy shipping the rudder during the time the boat was being filled.

Senator BOURNE. How many passengers did you get into No. 11 boat?

Mr. BRICE. About 60, sir.

Senator BOURNE. Sixty?

Mr. BRICE. Yes, sir.

Senator BOURNE. Then you had, besides, 60 passengers——

Mr. BRICE. I mean 60 all told, sir.

Senator BOURNE. Fifty-two passengers, 6 stewards, yourself, and your mate?

Mr. BRICE. And one fireman, sir.

Senator BOURNE. Then you had only 51 passengers?

Mr. BRICE. Yes.

Senator BOURNE. Were there any women or children who tried to get into the boat, who were unable to do so?

Mr. BRICE. Not that I saw, sir.

Senator BOURNE. Or any other passengers?

Mr. BRICE. No, sir; there was no rush, or any panic whatever, that I saw. Everything was done quietly.

Senator BOURNE. There was perfect order and discipline?

Mr. BRICE. Yes, sir.

Senator BOURNE. Were the other boats, or any of the other boats, loaded from the A deck, except your boat, No. 11?

Mr. BRICE. No. 9 went out from A deck. I lowered the boat from the boat deck to A deck—No. 9. When it was loaded, I lowered it down to the water.

Senator BOURNE. You lowered it; but I say were any of the other boats filled with passengers from the A deck?

Mr. BRICE. I think they were all lowered to A deck, as it was easier for passengers to get in from A deck.

Senator BOURNE. Then the passengers got aboard from A deck?

Mr. BRICE. Yes, sir.

Senator BOURNE. Who had charge of the boat?

Mr. BRICE. Mr. Humphreys.

Senator BOURNE. What was his position?

Mr. BRICE. He was an able seaman.

Senator BOURNE. Who designated him to take charge of the boat, the officer?

Mr. BRICE. No, sir.

Senator BOURNE. He took charge?

Mr. BRICE. He took charge himself,

Senator BOURNE. Why did he take charge in preference to you? Did he rank you?

Mr. BRICE. No, sir.

Senator BOURNE. You were equal in rank?

Mr. BRICE. The only difference was that he was on the saloon deck.

Senator BOURNE. He took charge?

Mr. BRICE. He took charge.

Senator BOURNE. What did you do after you reached the water with the boat?

Mr. BRICE. We pulled away from the ship, sir.

Senator BOURNE. How far?

Mr. BRICE. I suppose about a quarter of a mile from the ship.

Senator BOURNE. Under Mr. Humphrey's direction, or were you directed from the ship?

Mr. BRICE. Under our own direction. We had nobody to give us any orders at all.

Senator BOURNE. You pulled away about a quarter of a mile?

Mr. BRICE. Yes, sir.

Senator BOURNE. Were there other boats pulling away about the same time?

Mr. BRICE. There was one boat ahead of us that we could see.

Senator BOURNE. Did you have a light on your boat?

Mr. BRICE. No, sir; no lantern, sir. I searched for the lantern. I cut the lashing from the oil bottle and cut rope and made torches.

Senator BOURNE. Any provisions and water in the boat at all?

Mr. BRICE. I could not say that, sir, because we never bothered to look.

Senator BOURNE. Was it your impression that the *Titanic* was going to sink, or did you think she would float; that she was non-sinkable?

Mr. BRICE. I did not think she was going to sink.

Senator BOURNE. Did you see her sink?

Mr. BRICE. I saw her sink.

Senator BOURNE. Did she go bow down first?

Mr. BRICE. Bow down first.

Senator BOURNE. Did her stern rise in the air?

Mr. BRICE. She went down almost perpendicular.

Senator BOURNE. Were the lights still in the stern as she sank?

Mr. BRICE. No, sir; she became a black mass before she made the final plunge..

Senator BOURNE. You were about a quarter of a mile away?

Mr. BRICE. Yes, sir.

Senator BOURNE. Was there any explosion that you heard?

Mr. BRICE. I heard two rumbling noises.

Senator BOURNE. After she began to go bow down or before?

Mr. BRICE. She was well down.

Senator BOURNE. How far apart in time, probably, were the two explosions?

Mr. BRICE. From 8 to 10 minutes.

Senator BOURNE. The lights were out?

Mr. BRICE. Yes, sir.

Senator BOURNE. When the first explosion occurred, were the lights out?

Mr. BRICE. The lights were still on in the after end of the ship after the first and second explosions.

Senator BOURNE. Have you any idea whether she broke in two or not?

Mr. BRICE. That I could not say, sir.

Senator BOURNE. Did you figure that your boat was loaded to full capacity when you rowed away from the ship?

Mr. BRICE. You could not get to pull a stroke on the oar at all; she was packed.

Senator BOURNE. What made you assume it would have been dangerous to take on another passenger?

Mr. BRICE. It would not have been dangerous to take two or three, but there was somebody there giving orders about the boat, whoever he was; I do not know; I could not say. When you are loading a boat it all depends on the weather how many you can load on a boat.

Senator BOURNE. How long did you rest on your oars after you had gotten about a mile from the ship?

Mr. BRICE. We did not do any pulling at all, sir; only keeping the boat up head to the wind.

Senator BOURNE. How long did you remain that way?

Mr. BRICE. Until we saw the *Carpathia*.

Senator BOURNE. A couple of hours?

Mr. BRICE. I suppose it would be, sir, a couple of hours or more.

Senator BOURNE. Did any other boat come in your vicinity?

Mr. BRICE. No, sir. There was one ahead of us and one directly astern of us.

Senator BOURNE. None of the regular ship's officers took charge of your boat, at all?

Mr. BRICE. None at all, sir.

Senator BOURNE. Have you heard any criticism raised on the part of the men as to the management of the ship, at all, or any blame attached to anyone because of this catastrophe, in any way?

Mr. BRICE. I have not, sir.

Senator BOURNE. And the *Titanic* was as well managed as any of the ships you have sailed on in the 22 years you have been an able seaman?

Mr. BRICE. Yes, sir.

Senator BOURNE. Did you ever serve as a lookout and go into the eyes of a ship to look out for ice, or in a fog?

Mr. BRICE. I have served as lookout, but not on the White Star Line.

Senator BOURNE. Those are the crow's-nest men?

Mr. BRICE. Yes, sir.

Senator BOURNE. Had you ever had any experience with ice before?

Mr. BRICE. Never, sir.

Senator BOURNE. You never went down in the boiler room?

Mr. BRICE. No, sir.

Senator BOURNE. The White Star management has a good reputation among the mariners and sailors; I mean, the boys like to ship on their line?

Mr. BRICE. I never have heard anything bad said about them.

Senator BOURNE. They stand as well as any line, so far as their treatment of their men is concerned and the wages paid, and all?

Mr. BRICE. Yes, sir; in all of the ships I have been in.

Senator BOURNE. After you left the ship were there any of the passengers or men transferred from No. 11 to any other boat?

Mr. BRICE. None at all, sir.

Senator BOURNE. And you picked up none from the sea?

Mr. BRICE. We picked up none; no, sir.

Senator BOURNE. Did not see any?

Mr. BRICE. We did not see any.

Senator BOURNE. What was the idea of going a quarter of a mile away from the ship when she was sinking? Did you fear the suction of her going down?

Mr. BRICE. Well, that is the idea, sir; the suction.

Senator BOURNE. The general impression is that in the sinking of a ship an enormous suction is created that may take down other boats in the vicinity?

Mr. BRICE. Yes, sir.

Senator BOURNE. How many male passengers did you have among the 51 passengers that you had in the boat? Were they all women and children?

Mr. BRICE. Well, about 45 women and about 4 or 5 children in arms.

Senator BOURNE. Any male passengers at all?

Mr. BRICE. None at all, sir; not that I saw.

Senator BOURNE. We are very much obliged to you.

At 7.45 o'clock p. m. the taking of testimony before Senator Bourne was adjourned.

# **"TITANIC" DISASTER**

---

V K 1255  
T5

## **HEARING**

**BEFORE A**

## **SUBCOMMITTEE OF THE COMMITTEE ON COMMERCE UNITED STATES SENATE**

**SIXTY-SECOND CONGRESS**

**SECOND SESSION**

**PURSUANT TO**

**S. RES. 283**

**DIRECTING THE COMMITTEE ON COMMERCE TO INVESTIGATE THE CAUSES LEADING TO THE WRECK OF THE WHITE STAR LINER "TITANIC"**

---

### **Appendix to Part 7**

---

**Printed for the use of the Committee on Commerce**

---

**SUBCOMMITTEE OF THE COMMITTEE ON COMMERCE.**

**UNITED STATES SENATE.**

**WILLIAM ALDEN SMITH, Michigan, *Chairman.***

**GEORGE C. PERKINS, California.**

**F. M. SIMMONS, North Carolina.**

**JONATHAN BOURNE, Jr., Oregon.**

**FRANCIS G. NEWLANDS, Nevada.**

**THEODORE E. BURTON, Ohio.**

**DUNCAN U. FLETCHER, Florida.**

**W. M. MCKINSTY, *Clerk.***

THURSDAY, APRIL 25, 1912.

SUBCOMMITTEE OF THE COMMITTEE ON COMMERCE,  
UNITED STATES SENATE,  
Washington, D. C.

TESTIMONY TAKEN SEPARATELY BEFORE SENATOR WILLIAM ALDEN  
SMITH ON BEHALF OF THE SUBCOMMITTEE.

The taking of testimony before Senator Smith was begun at 10  
o'clock p. m.

TESTIMONY OF ALBERT HAINES.

Mr. Haines was duly sworn by Senator Smith.

Senator SMITH. Where do you live?

Mr. HAINES. In Kent. My home is in Kent.

Senator SMITH. How old are you?

Mr. HAINES. Thirty-one, sir.

Senator SMITH. What is your occupation?

Mr. HAINES. Boatswain's mate.

Senator SMITH. What are your duties on ship?

Mr. HAINES. I take charge of one watch, sir; the starboard.

Senator SMITH. What watch?

Mr. HAINES. The starboard watch, sir.

Senator SMITH. What are your duties?

Mr. HAINES. I am in charge of one of the watches, doing the work  
of the ship.

Senator SMITH. Of what does your duty consist?

Mr. HAINES. In keeping the decks clean, and the paint work;  
looking after the men, and keeping the decks clean—washing the  
decks down.

Senator SMITH. When did you join the *Titanic*?

Mr. HAINES. I joined her at Belfast.

Senator SMITH. On what date?

Mr. HAINES. I was there just about a week before she came away.

Senator SMITH. Before she sailed from Belfast?

Mr. HAINES. Yes, sir.

Senator SMITH. Were you on board when the trial trips were  
made?

Mr. HAINES. Yes, sir.

Senator SMITH. Did you have anything special to do during those  
trips?

Mr. HAINES. No, sir.

Senator SMITH. Where was your station or watch?

Mr. HAINES. I am stationed out on the poop. I have the watch  
out on the poop going in and out of the harbor.

Senator SMITH. You went with the ship from Belfast to South-  
ampton?

Mr. HAINES. Yes, sir.

Senator SMITH. And sailed with the *Titanic* on its voyage from  
Southampton on April 10?

Mr. HAINES. Yes, sir.



Senator SMITH. On the trip from Southampton to the place where this accident occurred, will you just tell what you did and what you saw, if anything?

Mr. HAINES. There was nothing unusual occurred until we had the accident.

Senator SMITH. Where were you when the accident occurred?

Mr. HAINES. I was standing by, down below. It being Sunday night, the men did not work Sunday night, and the men were in the mess room, and I was outside, sir. If it had been any other night, we would have been washing the decks.

Senator SMITH. What do you mean by the expression "standing by"?

Mr. HAINES. Standing by for any orders. I was standing under the forecastle, waiting for any orders, so that I would be available if they wanted me.

Senator SMITH. Did you receive any orders that night?

Mr. HAINES. Not before she struck; no, sir.

Senator SMITH. Did you see the captain on the bridge?

Mr. HAINES. Afterwards. I saw him when we was getting the boats out.

Senator SMITH. After the collision?

Mr. HAINES. Yes, sir.

Senator SMITH. Did you see him before?

Mr. HAINES. No, sir; I did not have cause to go on the bridge before.

Senator SMITH. He might have been there and you not have seen him?

Mr. HAINES. Yes, sir.

Senator SMITH. Did you see Officer Lightoller there that night?

Mr. HAINES. No, sir.

Senator SMITH. Or Officer Murdock?

Mr. HAINES. Yes, sir; I was working with Officer Murdock; and Mr. Wilde, chief officer, was working with us, too.

Senator SMITH. Did they give you any orders?

Mr. HAINES. Yes, sir.

Senator SMITH. What orders?

Mr. HAINES. When I first heard the blow, I heard some air escaping right forward, and I ran forward to the exhaust from the forepeak tank. I said the forepeak tank was filling and the air was coming out and the water was coming in. It was an overflow pipe.

Senator SMITH. What was said about that?

Mr. HAINES. Just as I got there the chief officer, Mr. Wilde, had gotten there, and the lamp trimmer was there, Mr. Hemming.

Senator SMITH. What was said there?

Mr. HAINES. We said the forepeak tank was filling; the air was coming out and the water was coming in.

He asked if there was any water in the forepeak, and the storekeeper went into the forepeak, and there was no water there, sir. That is the forepeak, sir; not the forepeak tank. The forepeak tank was full.

The chief officer then went on the bridge to report.

Senator SMITH. What time was that?

Mr. HAINES. The right time, without putting the clock back, was 20 minutes to 12.

Senator SMITH. What was done then?

Mr. HAINES. I went down to look at No. 1 hole.

Senator SMITH. What did you find there?

Mr. HAINES. The tarpaulin was bellying up, raising, showing that the water was coming in.

Senator SMITH. What did you do then?

Mr. HAINES. I went on the bridge and reported to the chief officer.

Senator SMITH. What was said then?

Mr. HAINES. I told him No. 1 hole was filling. He gave me an order then to get the men up and get the boats out.

Senator SMITH. What did you do?

Mr. HAINES. I worked on the boats, sir; got all the boats swung out.

Senator SMITH. The lifeboats?

Mr. HAINES. The lifeboats; yes, sir. Then I went and stood by my own boat, sir, No. 9.

Senator SMITH. On which side?

Mr. HAINES. On the starboard side.

Senator SMITH. What happened then?

Mr. HAINES. We had the boat crew there, and Mr. Murdock came along with a crowd of passengers, and we filled the boat with ladies, and lowered the boat, and he told me to lay off and keep clear of the ship. I got the boat clear, sir, and laid out near the ship.

I did not think the ship would sink, of course, sir.

When I saw her going down by the head, I pulled farther away, for the safety of the people in the boat.

Senator SMITH.. How far away?

Mr. HAINES. About 100 yards away at first, sir.

Senator SMITH. Mr. Murdock told you to get into this boat?

Mr. HAINES. Yes, sir. I was in charge of that boat. That was my own boat, there being two sailors with me.

Senator SMITH. What were their names?

Mr. HAINES. One was named McGow, and there was one by the name of Peters. That was my boat's crew.

Senator SMITH. That is, your regular boat's crew?

Mr. HAINES. Yes, sir; just the two men.

Senator SMITH. Was there a station bill posted at that time on the *Titanic*?

Mr. HAINES. Yes, sir; a boat-station bill, before ever the ship left. As soon as the crew is known they make out the list and put it up in the crew's quarters. Every man has a lifeboat station.

Senator SMITH. Of the crew?

Mr. HAINES. The crew had; every one of the crew. They were told off in the different boats.

Senator SMITH. Then what happened?

Mr. HAINES. We saw the ship go down by the head.

Senator SMITH. Did you go back near the ship?

Mr. HAINES. I had a boat load, sir, and I asked the men if they thought it advisable to go back. They said there was no more room, sir, and the boat was overloaded. To go back I thought would be dangerous.

Senator SMITH. How many men were there in the boat?

Mr. HAINES. We had over 50 in our boat all together.

Senator SMITH. Men?

Mr. HAINES. The two sailors; and then I could not exactly say how many men, but there were three or four stewards, and three or four firemen.

Senator SMITH. Do you remember their names?

Mr. HAINES. I think the stewards are here with us now, sir.

Senator SMITH. Just give their names, please.

Mr. HAINES. I do not know their names.

Senator SMITH. You do not remember just who they were?

Mr. HAINES. I know their faces; but I do not know their names, sir.

Senator SMITH. Besides the stewards?

Mr. HAINES. We had some firemen and two or three men passengers.

Senator SMITH. Do you know who they were?

Mr. HAINES. No, sir.

Senator SMITH. Have you heard, since, who they were?

Mr. HAINES. No, sir; I never spoke to any of them afterwards.

Senator SMITH. How many stewards were there in your boat?

Mr. HAINES. There might have been half a dozen. I do not know the exact number, sir.

Senator SMITH. And how many firemen?

Mr. HAINES. I could not say, sir; two or three, or three or four.

Senator SMITH. And were there any other members of the crew?

Mr. HAINES. No, sir; no more of the crew.

Senator SMITH. Then there were about 15 men, altogether?

Mr. HAINES. Yes, sir.

Senator SMITH. How many men were there in the boat?

Mr. HAINES. I counted them. I guess there were about 45 to 48.

When there were no more women forthcoming, the boat was full. They were singing out for the women, and the men then jumped in the bows of her and filled the bow up. The boat was chockablock, sir.

Senator SMITH. You had 63 in your boat?

Mr. HAINES. I could not say within one or two, but around 60, I had.

Senator SMITH. Was this the first boat that was lowered?

Mr. HAINES. No, sir.

Senator SMITH. On the starboard side?

Mr. HAINES. No, sir. We started forward, and I was No. 9. I was about the fifth boat to be lowered on the starboard side.

Senator SMITH. Do you know any of the women in this boat?

Mr. HAINES. No, sir; I do not know their names. I would know them by sight; some of them.

Senator SMITH. Did you afterwards find out who any of them were?

Mr. HAINES. No, sir.

Senator SMITH. Did you have any difficulty in lowering your boat?

Mr. HAINES. No, sir.

Senator SMITH. And you handled it after you got to the water, all right?

Mr. HAINES. Yes, sir.

Senator SMITH. Was this one of the largest sized lifeboats?

Mr. HAINES. Yes, sir. One of the largest size, sir.

Senator SMITH. Was there any officer in that boat?

Mr. HAINES. No, sir.

Senator SMITH. Did Mr. Murdock tell you to do anything with that boatload of people and to then come back to the ship; or did any officer tell you that?

Mr. HAINES. No, sir; he told me to keep them away, and lay off clear. That is what he said.

Senator SMITH. How far were you from the *Titanic*? How far off did you lay?

Mr. HAINES. I laid off close to her at first, sir.

Senator SMITH. How close?

Mr. HAINES. Within 100 yards at first, sir, until I saw her going down by the head.

Senator SMITH. You kept within a hundred yards of her?

Mr. HAINES. For a time; yes, sir.

Senator SMITH. Until you saw her going down by the head?

Mr. HAINES. Yes; until I saw she was gradually sinking farther and farther down.

Senator SMITH. You then pulled away farther?

Mr. HAINES. Yes, sir.

Senator SMITH. Did you see any people in the water?

Mr. HAINES. No, sir.

Senator SMITH. Did you hear any cries for help?

Mr. HAINES. Yes, sir; we heard some cries after the ship went down.

Senator SMITH. Did anybody in your boat urge you to return?

Mr. HAINES. No, sir. I called the sailors aft, and I passed the remark to them: “There is people in the water.” I said, “Do you think it advisable?” I said, “We can’t do nothing with this crowd we have in the boat,” because we had no room to row, let alone do anything else, sir; and it was no good of our going back. By the time we got back there, we could not have done anything. We could not move in the boat, let alone row. I thought it unsafe to go back there, sir, having so many in the boat.

Senator SMITH. What did you do after the ship went down?

Mr. HAINES. I told the men it was no good rowing; that we could not do anything until the morning, and I just lay there all night, sir.

Senator SMITH. Did you have a light on your boat?

Mr. HAINES. Yes, sir; I had a lamp there, a little pocket lamp.

Senator SMITH. Was the lamp lighted?

Mr. HAINES. Yes, sir.

Senator SMITH. Did you have any provisions on your boat?

Mr. HAINES. Yes, sir.

Senator SMITH. Did you have water?

Mr. HAINES. Yes, sir; biscuits and water, sir.

Senator SMITH. What happened then?

Mr. HAINES. Just as it got daylight, sir, I saw the *Carpathia*’s lights, and I pulled toward her and went alongside and put the passengers aboard the *Carpathia*.

Senator SMITH. Were the passengers all alive when you got to the *Carpathia*?

Mr. HAINES. Yes, sir.

Senator SMITH. Did the women urge you to go back toward the boat?

Mr. HAINES. No, sir; the women did not, sir. I was in charge of the boat, sir, and if I had thought it possible I would have gone back. I took charge of the boat.

Senator SMITH. Did you help load the other boats?

Mr. HAINES. No, sir; we were turning out the after boats while they were filling the forward ones. As soon as we finished turning

the boats out I went to my own station. I got to my own boat just in time, as they filled my boat. The boatswain missed his boat, No. 7. No. 7 was gone before he got there. My own boat was No. 9.

Senator SMITH. You did not see any of the other boats loaded?

Mr. HAINES. No, sir; I did not see any of them loaded. I came back just in time to take charge of my own boat.

Senator SMITH. Is that all you know about this matter?

Mr. HAINES. Yes, sir.

Senator SMITH. These davits were of a new type, were they?

Mr. HAINES. Yes, sir.

Senator SMITH. Had you ever worked with them before?

Mr. HAINES. In the *Olympic* I worked with them.

Senator SMITH. Did they work all right?

Mr. HAINES. They worked very free.

Senator SMITH. Do you know of any of them that did not work all right?

Mr. HAINES. No, sir. The screws were all in good condition, and they keep them covered with little canvas covers. You take the cover off and one man can haul them out or in, if they are in good condition.

Senator SMITH. And when you were on the deck that night, near the bridge, did you see any ice?

Mr. HAINES. I saw the ice on the forewell deck, where she hit small ice.

Senator SMITH. I mean did you see any ice before she struck?

Mr. HAINES. No, sir.

Senator SMITH. After she hit, did you see any ice?

Mr. HAINES. I saw a little small ice on the forward side of the forewell deck.

Senator SMITH. In the morning, when it got daylight, did you see any ice?

Mr. HAINES. All around, sir.

Senator SMITH. You saw ice all around the boats—icebergs?

Mr. HAINES. Yes, sir; and there was a big field of ice there, too.

Senator SMITH. How many icebergs?

Mr. HAINES. I could not say. There was a good few of them, sir. They were dotted about all over the place.

Senator SMITH. Had you ever seen icebergs before?

Mr. HAINES. I had seen them before; yes, sir.

Senator SMITH. Where?

Mr. HAINES. I had seen them off Newfoundland.

Senator SMITH. Up in this same region?

Mr. HAINES. Further north, sir.

Senator SMITH. Near the Grand Banks?

Mr. HAINES. I had seen them up at St. Johns, Newfoundland.

Senator SMITH. How many icebergs do you think you saw that Monday morning following the accident?

Mr. HAINES. Well, there were anywhere from 30 to 50.

Senator SMITH. Besides field ice?

Mr. HAINES. Besides the icebergs, sir, there was a big field of ice, miles long.

Senator SMITH. When you said that you saw these icebergs, did you include large and small ones?

Mr. HAINES. Yes, sir.

Senator SMITH. "Growlers," in other words?

Mr. HAINES. Yes, sir.

Senator SMITH. How high was the largest one that you saw?

Mr. HAINES. I should say from 80 to 100 feet high.

Senator SMITH. How far away from you was it when you saw it?

Mr. HAINES. About half a mile, sir.

Senator SMITH. You had been on the *Olympic*, had you not?

Mr. HAINES. Yes, sir.

Senator SMITH. Doing the same work?

Mr. HAINES. No, sir; I was quartermaster there, sir.

Senator SMITH. Had you made a trip from Southampton to New York on the *Olympic*?

Mr. HAINES. I was in her from the time she started right up to the trip we went to the *Titanic*, sir.

Senator SMITH. Did you ever see any icebergs while you were on the *Olympic*?

Mr. HAINES. No, sir.

Senator SMITH. How many of the crew of the *Titanic* had you worked with before?

Mr. HAINES. There were several of the *Olympic's* crew there. The men that I had worked with were pretty well all White Star men. Some of them I had worked with in the *Adriatic*, and some of them in the *Olympic*, sir.

Senator SMITH. You had not been out very long on the *Titanic*?

Mr. HAINES. No, sir.

Senator SMITH. And you had not worked with one another very long, had you?

Mr. HAINES. Only from Southampton, sir.

Senator SMITH. Is there anything more you care to say about this matter?

Mr. HAINES. No, sir.

I know of one incident there, where a lady would not come into the boat. That is all, sir. She would not come into the boat when they were filling it. One of the ladies refused to get into the boat.

Senator SMITH. Did you ask her to get in?

Mr. HAINES. The officers were trying to get her in.

Mr. Murdock, then, was trying to get her in the boat, and she would not get into the boat.

Senator SMITH. Do you know who it was?

Mr. HAINES. No, sir; I could not say who it was.

Senator SMITH. How old a woman was it?

Mr. HAINES. I could not say, sir. I could not see. I only know there was a lady there that would not get into the boat, and she went back.

Senator SMITH. Did she say she would not get into the boat because of her family or husband?

Mr. HAINES. No, sir; I do not think it was that, at all. I think she was afraid to get into the boat.

Senator SMITH. Did the women hesitate a little about getting into the boat?

Mr. HAINES. No, sir; none of the others. I did not see any of the others hesitate, except this one.

Senator SMITH. Did the men passengers try to get into the boats?

Mr. HAINES. No, sir; I did not see any of them do it, at least.

Senator SMITH. Were they told to stand back?

Mr. HAINES. Yes.

Senator SMITH. By Officer Murdock?

Mr. HAINES. Yes, sir.

Senator SMITH. What did he say when he told them that?

Mr. HAINES. He just stood there; that is all.

Senator SMITH. What did he say?

Mr. HAINES. He filled the boats with the ladies. He told me to put all these ladies in the boat, and he filled her up, sir. When she was full two or three men jumped in the bow of her. He said, “That is enough,” and he lowered her down.

Senator SMITH. What officer stood with you at the boat you lowered; that is, at the boat, and helped load it and lower it?

Mr. HAINES. Mr. Murdock, sir.

Senator SMITH. Was there any other officer there?

Mr. HAINES. I never noticed any other; no, sir.

Senator SMITH. Did you see Mr. Lowe?

Mr. HAINES. No, sir; I did not see him.

Senator SMITH. Did you see Mr. Boxhall?

Mr. HAINES. No, sir.

Senator SMITH. Or Mr. Pitman?

Mr. HAINES. No, sir; I never saw any of them, only Mr. Murdock. He was in charge. He filled our boat alone, sir.

Senator SMITH. And with 63 people in your boat, she lowered all right?

Mr. HAINES. She lowered from the davits; yes, sir. She lowered from the boat deck, sir.

Senator SMITH. Did all the occupants of your boat get in from the boat deck?

Mr. HAINES. Yes, sir.

Senator SMITH. Did any of them attempt to get in as it was being lowered to the water?

Mr. HAINES. No, sir; I did not see any of them. We had only to pass one deck where they could get in. That would be A deck.

Senator SMITH. Did you have a compass in your boat?

Mr. HAINES. I did not see one, sir. I do not know whether there was one in there or not. We did not require one, sir. As soon as it got daylight, sir, we sighted the ship.

Senator SMITH. Do you know whether the board of trade regulations required one to be in the boat?

Mr. HAINES. They have them aboard, sir. They are aboard. They have a place where they stow them in the lockers. But whether they were put into the boat or not I do not know, sir.

Senator SMITH. You did not see any?

Mr. HAINES. I did not see it, and I did not look for it.

Senator SMITH. That is all.

#### TESTIMONY OF SAMUEL S. HEMMING.

Mr. Hemming was sworn by the chairman.

Senator SMITH. Where do you live?

Mr. HEMMING. 51 Kingsley Road, Southampton.

Senator SMITH. What is your age?

Mr. HEMMING. Forty-three.

Senator SMITH. What is your occupation?



Mr. HEMMING. Seaman.

Senator SMITH. Have you ever had a rate as a seaman? Have you a rate as A. B.?

Mr. HEMMING. Yes, sir.

Senator SMITH. How long have you followed the water?

Mr. HEMMING. Since I was 15 years old.

Senator SMITH. Have you sailed the North Atlantic before?

Mr. HEMMING. Yes, sir.

Senator SMITH. How often?

Mr. HEMMING. I have been with the White Star Line for five years.

Senator SMITH. On what boats on that line have you served?

Mr. HEMMING. On the *Teutonic*, the *Adriatic*, the *Olympic*, and the *Titanic*.

Senator SMITH. In what capacity?

Mr. HEMMING. As a lamp trimmer, boatswain's mate, and boat-swain.

Senator SMITH. What was your position on the *Titanic*?

Mr. HEMMING. Lamp trimmer.

Senator SMITH. What were your duties?

Mr. HEMMING. To mix the paint, and all that kind of thing for the ship, and to look after all the decks, trim all the lamps, and get them in proper order. That is all, I think. To put the lights in at night-time and take them off at daybreak.

Senator SMITH. Where were you the night of this accident?

Mr. HEMMING. I was in my bunk.

Senator SMITH. Were you asleep?

Mr. HEMMING. Yes, sir.

Senator SMITH. Were you awakened by anybody?

Mr. HEMMING. I was awakened by the impact, sir.

Senator SMITH. What did you do when you were awakened?

Mr. HEMMING. I went out and put my head through the porthole to see what we hit. I made the remark to the storekeeper. "It must have been ice." I said, "I do not see anything."

Senator SMITH. What made you think it was ice?

Mr. HEMMING. Because I could not see anything.

Senator SMITH. You mean you looked to see if you saw the lights of another boat, and, not being able to see any such thing, you thought it was ice?

Mr. HEMMING. Yes, sir.

Senator SMITH. Had you ever seen ice in that part of the ocean before?

Mr. HEMMING. No, sir.

Senator SMITH. Had you ever been through that part before, on your route?

Mr. HEMMING. Yes, sir.

Senator SMITH. What did you do then?

Mr. HEMMING. I went up under the fore-castle head to see where the hissing noise came from.

Senator SMITH. What did you find?

Mr. HEMMING. Nothing.

Senator SMITH. Go right along and tell what you did.

Mr. HEMMING. I did not see anything. I opened the forepeak storeroom; me and the storekeeper went down as far as the top of the tank and found everything dry.

I came up to ascertain where the hissing noise was still coming from. I found it was the air escaping out of the exhaust of the tank.

At that time the chief officer, Mr. Wilde, put his head around the hawse pipe and says: “What is that, Hemming?” I said: “The air is escaping from the forepeak tank. She is making water in the forepeak tank, but the storeroom is quite dry.” He said, “All right,” and went away.

Senator SMITH. What did you do then?

Mr. HEMMING. I went back and turned in.

Senator SMITH. Do you mean that you went back to your bunk and went to sleep?

Mr. HEMMING. Me and the storekeeper went back and turned into our bunks.

Senator SMITH. How long did you stay in your bunks?

Mr. HEMMING. We went back in our bunks a few minutes. Then the joiner came in and he said: “If I were you, I would turn out, you fellows. She is making water, one-two-three, and the racket court is getting filled up.”

Just as he went, the boatswain came, and he says, “Turn out, you fellows,” he says; “you haven’t half an hour to live.” He said: “That is from Mr. Andrews.” He said: “Keep it to yourselves, and let no one know.”

Senator SMITH. Mr. Andrews was of the firm of Harland & Wolff, the builders of the ship?

Mr. HEMMING. Yes.

Senator SMITH. How long was that after the ship struck this ice?

Mr. HEMMING. It would be about a quarter of an hour, sir, from the time the ship struck.

Senator SMITH. What did you do then?

Mr. HEMMING. I went on deck to help to get the boats out.

Senator SMITH. On which side of the deck?

Mr. HEMMING. On the port side.

Senator SMITH. What boat did you go to? To which station did you go?

Mr. HEMMING. My station was boat No. 16 on the boat list.

Senator SMITH. To what boat did you go?

Mr. HEMMING. I went and helped turn out; started with the foremost boat, and then worked aft.

Senator SMITH. Did you assist in turning out the boats?

Mr. HEMMING. Yes, sir.

Senator SMITH. What boat did you get to first?

Mr. HEMMING. I am not sure whether it was No. 4 or No. 6.

Senator SMITH. On the same side, the port side?

Mr. HEMMING. Yes, sir.

Senator SMITH. Was it No. 4 or No. 6 that you went to first? Was it one or the other, I mean?

Mr. HEMMING. It was one or the other.

Senator SMITH. Did you help to turn out both boats?

Mr. HEMMING. I went on the boat deck. They were turning the boats out. As I went to the deck, I went there where were the least men, and helped to turn out the boats.

Then I went to the boats on the port side, to do the same, until Mr. Lightoller called me and said, “Come with me;” and he said, “Get another good man.” I says, “Foley is here somewhere.” He

says, “ I have no time to stop for Foley.” So he called a man himself, and he said, “ Follow me.”

Senator SMITH. A passenger?

Mr. HEMMING. No, sir; a seaman. He said: “ Follow me.” So we followed him, and he said: “ Stand by to lower this boat.” It was No. 4 boat.

We lowered the boat in line with the A deck, when I had an order come from the captain to see that the boats were properly provided with lights.

Senator SMITH. What did you do when you got that order?

Mr. HEMMING. I called Mr. Lightoller and told him that I would have to leave the boat's fall; so he put another man in my place.

Senator SMITH. What other man did he put in your place, if you know?

Mr. HEMMING. I do not know who it was, sir. I went away into the lamp room, lighting the lamps, and I brought them up on deck.

Senator SMITH. How long were you gone?

Mr. HEMMING. About five minutes.

Senator SMITH. Proceed.

Mr. HEMMING. Then I lit the lamps and brought them up, four at a time, two in each hand.

The boats that were already lowered, I put them on the deck, and asked them to pass them down on the end of the boat fall. As to the boats that were not lowered, I gave them into the boats myself.

Senator SMITH. Did you give one to each boat?

Mr. HEMMING. What was not lowered at that time; yes, sir.

Senator SMITH. How many had been lowered before you got there with the lamps?

Mr. HEMMING. Some few, sir. I could not say how many.

Senator SMITH. Three or four?

Mr. HEMMING. Yes; quite three or four.

Senator SMITH. More than that?

Mr. HEMMING. I could only see one side when I first came up.

Senator SMITH. That was the port side?

Mr. HEMMING. They were on the port side, sir.

Senator SMITH. But several boats had gone?

Mr. HEMMING. Yes, sir.

Senator SMITH. Without lights?

Mr. HEMMING. They were lowered. I do not know whether they got lights or not.

Senator SMITH. But they were lowered without lights?

Mr. HEMMING. Yes, sir.

Senator SMITH. What did you do with these lights or lamps that you had? Did you put them in the other boats?

Mr. HEMMING. For the boats that were not lowered, I gave them to somebody in the boats.

Senator SMITH. How many boats did you put them into yourself on the port side?

Mr. HEMMING. I could not say, sir. Two or three.

Senator SMITH. What did you do, then, after that?

Mr. HEMMING. After I had finished with the lamps, sir, when I made my last journey they were turning out the port collapsible boat. I went and assisted Mr. Lightoller to get it out.

After the boat was out I went on top of the officers' house and helped to clear away the port collapsible boat on that house. After that I

went over to the starboard side. The starboard collapsible boat had just been lowered.

Senator SMITH. Do you mean lowered or pushed off?

Mr. HEMMING. Lowered. She was away from the ship.

Senator SMITH. Then what?

Mr. HEMMING. I rendered up the foremast fall, got the block on board, and held on to the block while a man equalized the parts of the fall. He said, "There is a futterfoot in the fall, which fouls the fall and the block." I says, "I have got it;" and took it out. I passed the block up to the officers' house, and Mr. Moody, the sixth officer, said: "We don't want the block. We will leave the boat on deck." I put the fall on the deck, stayed there a moment, and there was no chance of the boat being cleared away, and I went to the bridge and looked over and saw the water climbing upon the bridge. I went and looked over the starboard side, and everything was black. I went over to the port side and saw a boat off the port quarter, and I went along the port side and got up the after boat davits and slid down the fall and swam to the boat and got it.

Senator SMITH. When you say everything looked black, you mean that there were no boats in sight?

Mr. HEMMING. Everything was black over the starboard side. I could not see any boats.

Senator SMITH. You swam out to this boat that you saw?

Mr. HEMMING. Yes, sir.

Senator SMITH. How far was it from the side of the *Titanic*?

Mr. HEMMING. About 200 yards.

Senator SMITH. Did you swim that 200 yards?

Mr. HEMMING. Yes.

Senator SMITH. Did you have a life belt on?

Mr. HEMMING. No, sir.

Senator SMITH. When you reached the boat, what did you find?

Mr. HEMMING. I tried to get hold of the grab line on the bows, and it was too high for me, so I swam along and got hold of one of the grab lines amidships.

Senator SMITH. What did you do then?

Mr. HEMMING. I pulled my head above the gunwale, and I said, "Give us a hand in, Jack." Foley was in the boat. I saw him standing up in the boat. He said, "Is that you, Sam?" I said, "Yes;" and him and the women and children pulled me in the boat.

Senator SMITH. Who had charge of that boat?

Mr. HEMMING. Perkis, quartermaster.

Senator SMITH. And they pulled you in?

Mr. HEMMING. Yes, sir.

Senator SMITH. What did you find in the boat?

Mr. HEMMING. It was full of women.

Senator SMITH. How many were there?

Mr. HEMMING. There were about 40.

Senator SMITH. How many men were there?

Mr. HEMMING. There were four men.

Senator SMITH. Who were they?

Mr. HEMMING. Quartermaster Perkis, and there was Foley, the storekeeper, and McCarthy.

Senator SMITH. A sailor?

Mr. HEMMING. A sailor; yes, sir; and a fireman.

Senator SMITH. What is his name?

Mr. HEMMING. I do not know his name, Senator.

Senator SMITH. Were there any children in the boat?

Mr. HEMMING. Yes, sir; there were children in the boat.

Senator SMITH. How many?

Mr. HEMMING. Two young ladies and a little girl.

Senator SMITH. Altogether, then, there were how many; about 40 women and men and two or three children?

Mr. HEMMING. I did not see the babies until after we got on the *Carpathia*. I did not see the babies at all when I got in the boat.

Senator SMITH. But they were in the boat?

Mr. HEMMING. Yes.

Senator SMITH. And how many were there of the children?

Mr. HEMMING. Three, sir. I think it was three. I would not be certain, but I think it was three.

Senator SMITH. I gather that there were 47 people put in the boat?

Mr. HEMMING. There would not be 47 altogether, then, sir.

Senator SMITH. How many?

Mr. HEMMING. About 40, all told, I should think, at that time, sir.

Senator SMITH. What was done after you got into the boat?

Mr. HEMMING. They had been backing her away, to get out of the zone from the ship before the ship sank.

Senator SMITH. You did not return to the ship's side?

Mr. HEMMING. No, sir.

Senator SMITH. Not at all?

Mr. HEMMING. No, sir.

Senator SMITH. Or to the place where the ship sank?

Mr. HEMMING. After the ship had gone we pulled back and picked up seven.

Senator SMITH. Who were they?

Mr. HEMMING. I am not able to say, sir.

Senator SMITH. Who else?

Mr. HEMMING. Stewards, firemen, seamen, and one or two men, passengers; I could not say exactly which they were; anyway, I know there were seven altogether.

Senator SMITH. Name what you can of them.

Mr. HEMMING. There was one seaman named Lyons, and there were one or two passengers and one or two firemen. Dillon, a fireman, was one of them.

Senator SMITH. The others of the crew; can you recall that you picked up any of them out of the water?

Mr. HEMMING. The storekeeper.

Senator SMITH. What is his name?

Mr. HEMMING. It was the steward's storekeeper.

Senator SMITH. Do you remember his name?

Mr. HEMMING. No, sir; I do not remember his name.

Senator SMITH. Who else?

Mr. HEMMING. That is all I know of, sir.

Senator SMITH. You say there were two passengers on your boat?

Mr. HEMMING. I said one or two. I could not say exactly. I know there were seven men altogether. That is all I know.

Senator SMITH. Do you know who these passengers were?

Mr. HEMMING. I know one was a third-class passenger.

Senator SMITH. What was his name?

Mr. HEMMING. I do not know, sir.

Senator SMITH. Where was he from?

Mr. HEMMING. That I could not tell you, sir.

Senator SMITH. Was he an Englishman or an American?

Mr. HEMMING. I spoke to him, and I do not think he was an Englishman.

Senator SMITH. Do you think he was an American?

Mr. HEMMING. He spoke very good English, but I have an idea that he was a foreigner of some sort.

Senator SMITH. You picked these seven men out of the water?

Mr. HEMMING. Yes, sir.

Senator SMITH. Did they swim to the boat, or did the boat go to the men?

Mr. HEMMING. Both. They swam toward the boat, and we went back toward them.

Senator SMITH. After you got these seven men in, what did you do then?

Mr. HEMMING. We hung around for a bit.

Senator SMITH. Did you see any more men?

Mr. HEMMING. No, sir.

Senator SMITH. Did you hear any more crying?

Mr. HEMMING. We heard the cries; yes, sir.

Senator SMITH. Where? In what direction? Toward the *Titanic*?

Mr. HEMMING. We were moving around, constantly, sir. Sometimes the stern of the boat would be toward the *Titanic*, and sometimes the bow of the boat would be toward the *Titanic*. One moment we would be facing one way, and a few moments later we would be facing another way; first the bow, and then the stern toward the ship.

Senator SMITH. What did you hang around for?

Mr. HEMMING. We did not know what to do.

Senator SMITH. Did you pick up any more people in the water?

Mr. HEMMING. Not from the water; no, sir.

Senator SMITH. Did these people that you picked up all live until you reached the *Carpathia*?

Mr. HEMMING. No, sir.

Senator SMITH. How many died?

Mr. HEMMING. Two.

Senator SMITH. Which two?

Mr. HEMMING. Lyons and—I do not know whether it was a steward or a fireman—one more man besides Lyons.

Senator SMITH. Did the rest all live?

Mr. HEMMING. Yes.

Senator SMITH. How long did you lay by at that time—after you picked these seven people out of the water?

Mr. HEMMING. Not long, sir. We made for a light.

Senator SMITH. You saw a light?

Mr. HEMMING. Yes; one of the boats' lights.

Senator SMITH. You mean a lifeboat light?

Mr. HEMMING. Yes, sir.

Senator SMITH. Proceed.

Mr. HEMMING. We pulled toward them and got together, and we picked up another boat and kept in her company. Then day broke and we saw two more boats.

Senator SMITH. Lifeboats?

Mr. HEMMING. Yes. We pulled toward them and we all made fast by painters.

Senator SMITH. How long did you remain in that condition?

Mr. HEMMING. Then we heard some hollering going on and we saw some men standing on what we thought was ice.

Senator SMITH. How far away?

Mr. HEMMING. Half a mile, as nearly as I can judge.

Senator SMITH. How many men?

Mr. HEMMING. A good few seemed to be standing there.

Senator SMITH. Give me the number approximately. About how many?

Mr. HEMMING. Twenty, I should think.

Senator SMITH. Standing on this field of ice?

Mr. HEMMING. No, sir; standing on what we thought was ice.

Senator SMITH. What did you do then?

Mr. HEMMING. Two boats cast off—us and another boat cast off—and pulled to them, and took them in our two boats.

Senator SMITH. Where did you find them?

Mr. HEMMING. On the bottom of this upturned boat.

Senator SMITH. Did you take all of the people that were on the upturned boat into your boat?

Mr. HEMMING. No, sir; in the two boats.

Senator SMITH. You took them into the two boats?

Mr. HEMMING. Yes, sir.

Senator SMITH. How many were there altogether?

Mr. HEMMING. I could not say, sir. I guess about 20, I should say, stood up on the boat.

Senator SMITH. Were they standing up, or were they sitting down?

Mr. HEMMING. They were standing up, sir.

Senator SMITH. What did you do? Did you take a portion of them into the boat you were in, and the other portion in others?

Mr. HEMMING. Yes, sir.

Senator SMITH. Who was the officer in charge of the boat that helped you in this?

Mr. HEMMING. There was no officer, sir; a seaman.

Senator SMITH. What was his name?

Mr. HEMMING. I think it was Poindexter. I am not sure, but I think it was.

Senator SMITH. Do you know what the number of the boat was?

Mr. HEMMING. That I could not say, sir.

Senator SMITH. Did you see any officer in that boat?

Mr. HEMMING. Mr. Lightoller was on the upturned boat.

Senator SMITH. Second Officer Lightoller was on the upturned boat?

Mr. HEMMING. Yes, sir.

Senator SMITH. Did he get into your boat?

Mr. HEMMING. No, sir; the other one, sir.

Senator SMITH. Do you remember Bride, the wireless operator of the *Titanic*?

Mr. HEMMING. No, sir; I do not know the man, sir. If I saw him I should not know him.

Senator SMITH. Did you get all these people into the two boats?

Mr. HEMMING. Yes, sir.

Senator SMITH. Were there any women among them?



Mr. HEMMING. I do not think so, sir.

Senator SMITH. Were there any children among them?

Mr. HEMMING. No, sir; I do not think so.

Senator SMITH. What did you do then?

Mr. HEMMING. We pulled away. We went away a bit. Then we pulled up until we saw the *Carpathia*, and we pulled to the *Carpathia*.

Senator SMITH. It was then daylight?

Mr. HEMMING. Yes, sir.

Senator SMITH. Did you pull toward the *Carpathia*?

Mr. HEMMING. Yes, sir.

Senator SMITH. Did all the people in your boat, then, live until they got to the *Carpathia*?

Mr. HEMMING. Yes, sir.

Senator SMITH. Were there any dead people on this upturned boat?

Mr. HEMMING. I did not see them. I did not see one myself, but I heard there was one. However, I did not see him myself.

Senator SMITH. You heard there was?

Mr. HEMMING. Yes; but I did not see him myself.

Senator SMITH. You finally got along by the *Carpathia*?

Mr. HEMMING. Yes.

Senator SMITH. Did you get all your passengers on board?

Mr. HEMMING. Yes, sir.

Senator SMITH. What did you do then?

Mr. HEMMING. I went on board myself, sir.

Senator SMITH. Did you take the boat aboard?

Mr. HEMMING. They did afterwards, sir, I believe. I did not. No, sir; our boat did not go aboard the *Carpathia*.

Senator SMITH. When you saw this group of men standing on what you thought was ice, about a half a mile away, did you, at the same time, see ice?

Mr. HEMMING. No, sir.

Senator SMITH. Did you see any icebergs that morning at all?

Mr. HEMMING. Oh, yes, sir.

Senator SMITH. How many?

Mr. HEMMING. Three or four, sir, I think.

Senator SMITH. Large icebergs?

Mr. HEMMING. Yes, sir; not very large.

Senator SMITH. How large?

Mr. HEMMING. About a moderate size, sir.

Senator SMITH. Give the size, as near as you can—the height above the water.

Mr. HEMMING. I should think they would be 12 or 14 feet. Some more than that, sir.

Senator SMITH. Did you say 30 or 40 feet high?

Mr. HEMMING. Twelve or fourteen feet, I say; somewhat more than that.

Senator SMITH. And there were a number of them?

Mr. HEMMING. Yes, sir.

Senator SMITH. Did you see any field ice?

Mr. HEMMING. Yes, sir.

Senator SMITH. How much of that?

Mr. HEMMING. A lot of it.

Senator SMITH. Miles of it?

Mr. HEMMING. Yes, sir.

Senator SMITH. How many miles?

Mr. HEMMING. It extended right across, as far I could see, sir.

Senator SMITH. I believe you said you had been opposite the Great Banks of Newfoundland before?

Mr. HEMMING. Yes, sir.

Senator SMITH. On the *Olympic*?

Mr. HEMMING. On the *Olympic* and on the *Adriatic*.

Senator SMITH. And on the *Adriatic*?

Mr. HEMMING. Yes, sir; and on the *Teutonic*.

Senator SMITH. But your duties did not require you to be on deck, did they?

Mr. HEMMING. No, sir.

Senator SMITH. As a lamp trimmer, you had duties that required you to be in a room below, or somewhere?

Mr. HEMMING. Yes, sir.

Senator SMITH. When you looked on the starboard side and saw it all black, did you, after that, go back to the bridge?

Mr. HEMMING. No, sir; I was on the bridge, actually on the bridge, then.

Senator SMITH. You were on the bridge, then?

Mr. HEMMING. Yes, sir; I was on a side of the bridge.

Senator SMITH. Did you see the captain?

Mr. HEMMING. No, sir; not then.

Senator SMITH. Did you see him at any time on the bridge?

Mr. HEMMING. Yes, sir.

Senator SMITH. When?

Mr. HEMMING. The last time I saw the captain, sir, was just as I was coming down off the house.

Senator SMITH. Just as you came down from the house? You mean by that the top of the officers' quarters?

Mr. HEMMING. Yes, sir.

Senator SMITH. Where this collapsible boat was?

Mr. HEMMING. Yes, sir.

Senator SMITH. You saw what?

Mr. HEMMING. The captain was there, and he sung out: "Everyone over to the starboard side, to keep the ship up as long as possible."

Senator SMITH. He meant by that to have the people all move to the starboard side?

Mr. HEMMING. Yes, sir.

Senator SMITH. Were there many people on the boat deck at that time?

Mr. HEMMING. Yes, sir.

Senator SMITH. How many?

Mr. HEMMING. I could not tell you; a good many.

Senator SMITH. Several hundred?

Mr. HEMMING. No, sir; I should not think it would amount to several hundred. It amounted to just one or two.

Senator SMITH. It amounted to one or two hundred?

Mr. HEMMING. Yes, sir.

Senator SMITH. Men and women?

Mr. HEMMING. No, sir; there were no women.

Senator SMITH. There were no women there?

Mr. HEMMING. No, sir; I did not see any women then.

Senator SMITH. How long was this before the boat went down?

Mr. HEMMING. It was some little time.

Senator SMITH. How long was it before you slipped into the water?

Mr. HEMMING. About a quarter of an hour, I should think, sir.

Senator SMITH. Was anyone with the captain?

Mr. HEMMING. No, sir; he was by himself when I saw him last.

Senator SMITH. And at that time did you have a life preserver on?

Mr. HEMMING. No, sir.

Senator SMITH. Did you have one on at all?

Mr. HEMMING. No, sir.

Senator SMITH. Do you mean to tell me that you swam from the *Titanic* two or three hundred yards?

Mr. HEMMING. Two hundred yards, sir.

Senator SMITH. Two hundred yards without a life preserver on?

Mr. HEMMING. Yes, sir.

Senator SMITH. Was the water cold?

Mr. HEMMING. Yes, sir; it was cold, sir.

Senator SMITH. Did you suffer from the cold?

Mr. HEMMING. It made my feet and hands sore, sir.

Senator SMITH. Why did you not put a life preserver on?

Mr. HEMMING. After I got out of my room I never got back into my room again, sir.

Senator SMITH. Did other people have life preservers on?

Mr. HEMMING. Yes.

Senator SMITH. Did you see any people without life preservers?

Mr. HEMMING. Yes, sir; I saw the boatswain. The last time I saw the boatswain he did not have one on.

Senator SMITH. Mr. Hemming, you did not have any part, yourself, in either loading or lowering the lifeboats on either side of the ship?

Mr. HEMMING. No, sir.

Senator SMITH. You stood by lifeboat No. 4, ready to help, when you were ordered by the captain to get your lamps?

Mr. HEMMING. Yes, sir.

Senator SMITH. And you went about that business?

Mr. HEMMING. Yes, sir.

Senator SMITH. And brought the lamps back?

Mr. HEMMING. Yes, sir.

Senator SMITH. At that time, several of the lifeboats had gone?

Mr. HEMMING. Yes, sir.

Senator SMITH. And you put lamps into the others?

Mr. HEMMING. Yes, sir.

Senator SMITH. On the starboard side?

Mr. HEMMING. Yes, sir; on the starboard side.

Senator SMITH. Did you put the lamps into the lifeboats on the port side?

Mr. HEMMING. Yes, sir; one or two.

Senator SMITH. You put all the lamps into the boats that were put into the boats?

Mr. HEMMING. I passed them all in, myself.

Senator SMITH. Were these the lifeboat lamps, or the ship's lamps?

Mr. HEMMING. They were the boat lamps.

Senator SMITH. What sort of a lamp was it?

Mr. HEMMING. It was a square lamp.

Senator SMITH. How big was that lamp?

Mr. HEMMING. About that high and that square.

Senator SMITH. About 10 inches high?

Mr. HEMMING. Yes; about that high.

Senator SMITH. And about 6 inches square? Was it square or round?

Mr. HEMMING. It was square, sir.

Senator SMITH. What kind of oil did you burn in those lamps?

Mr. HEMMING. Colza oil.

Senator SMITH. Did you take into your boat from this overturned boat, that was floating bottom side up with these people standing on it, half the persons from that boat?

Mr. HEMMING. No, sir.

Senator SMITH. How many did you take?

Mr. HEMMING. I think it was about four or five.

Senator SMITH. And the balance of them went into the other boat?

Mr. HEMMING. Yes, sir.

Senator SMITH. You do not remember the number of the other boat?

Mr. HEMMING. No, sir.

Senator SMITH. And you do not remember who it was that was in charge of it?

Mr. HEMMING. No, sir; I think it was Poindexter.

Senator SMITH. But it was the boat that Mr. Lightoller, the second officer, got into?

Mr. HEMMING. Yes, sir.

Senator SMITH. Can you think of anything else in connection with this disaster that you care to speak of?

Mr. HEMMING. No, sir.

Senator SMITH. How many of the ship's handy lamps did you have?

Mr. HEMMING. We had no handy lamps. Every lamp that we had was supplied for a certain purpose. We had none outside of that.

Senator SMITH. From what you say, I gather the impression that the lifeboat lamps were all carried in the lamp room, and not in the lifeboats?

Mr. HEMMING. That is right, sir.

Senator SMITH. You are sure about that?

Mr. HEMMING. I am sure, sir. They were all in the lamp room. There was a special compartment in the lamp room to keep them in.

Senator SMITH. I think that is all I have to ask you.

### TESTIMONY OF FRANK OLIVER EVANS.

The witness was sworn by the chairman.

Senator SMITH. Give your full name to the stenographer.

Mr. EVANS. Frank Oliver Evans.

Senator SMITH. Where do you live?

Mr. EVANS. In Southampton. St. Michael's House, St. Michael's Square, Southampton.

Senator SMITH. How old are you?

Mr. EVANS. Twenty-seven.

Senator SMITH. What is your business?

Mr. EVANS. Able seaman, sir.

Senator SMITH. How long have you been a seaman?

Mr. EVANS. I was in the Royal Navy, sir.

Senator SMITH. How long?

Mr. EVANS. Nine years, sir; nine years and six months.

Senator SMITH. On what ships?

Mr. EVANS. Fourteen or fifteen ships; more than that, in fact, sir.

Senator SMITH. So you have had considerable experience as a mariner?

Mr. EVANS. Yes; as a sailor.

Senator SMITH. How long have you been on merchant vessels?

Mr. EVANS. On merchant vessels, I have been in the *Tintagel Castle*, of the Union Line, in the *Ferneo*, an admiralty collier, and in the *Olympic*, of the White Star Line.

Senator SMITH. And you came from the *Olympic* to the *Titanic*?

Mr. EVANS. To the *Titanic*; yes, sir.

Senator SMITH. Had you ever sailed the north Atlantic Ocean before?

Mr. EVANS. No, sir; only on that trip in the *Olympic*, sir.

Senator SMITH. What position did you fill or hold on the *Titanic*?

Mr. EVANS. Able-bodied seaman.

Senator SMITH. Did you sail in this ship from Belfast?

Mr. EVANS. No, sir.

Senator SMITH. From Southampton?

Mr. EVANS. From Southampton; yes, sir.

Senator SMITH. I wish you would tell what took place, so far as you know, of your own knowledge, on the *Titanic* from the time you sailed from Southampton up to the time of the accident and your rescue by the *Carpathia*, and state it in your own way and give me a connected story.

Mr. EVANS. Well, sir, we went on board; we joined the *Titanic* on Wednesday morning at 6 o'clock, and at 8 o'clock we had the first muster and had an inspection by the officers and went to boat drill. There were two starboard boats. We went away in one of those boats. The boats were hoisted up again and then I went on shore until half past 11, sir.

Senator SMITH. State the number of sailors that went in those two boats—that manned those two boats which were lowered at Southampton?

Mr. EVANS. There were nine in each, sir. I would not be sure as to the exact number, but I think there were nine in each.

Senator SMITH. Which side of the ship were they lowered from?

Mr. EVANS. The starboard side.

Senator SMITH. The port side being against the wharf?

Mr. EVANS. Yes; up against the quay. On the way out we did the usual routine of scrubbing the decks, working four hours on and four hours off. On Sunday we do not do anything in regard to scrubbing and the like of that. Sunday night was my watch on deck, and I was sitting at the table reading a book, and all of a sudden I felt a slight jar. I did not take any notice of it for a few minutes, until one of the other able seamen came down with a big lump of ice in his hands, and he said “Look what I found on the fore well deck,” and he chucked it down on the deck; and I went up the ladder there and I met one officer.

Senator SMITH. Which officer?

Mr. EVANS. The fifth officer, I think.

Senator SMITH. The fifth officer? Was it Lowe or Moody?

Mr. EVANS. I think it was the fifth officer; the fifth or sixth officer. He told me to go down and find the carpenter and sound all the wells forward, and report to the bridge. I went down the engineer's alleyway to find him, and I met the boatswain there, and he said, "Who are you looking for, Evans?" I said "The carpenter." He said "He has gone up." He said "What is the matter?" I said "I do not know. I think we have struck an iceberg." The boatswain went up, then. We went up and we looked down the forward hatch, where the tarpaulin was raising up with the wind, and I seen the boatswain again, and he told me to go down and tell the seamen to come up and uncover the boats, and make them ready for going out. I went up there with the remainder of the crew and uncovered all of the port boats. I then went over to the starboard side and lowered the boats there, with the assistance of the boatswain.

Senator SMITH. What was the boatswain's name?

Mr. EVANS. I forget his name, now, sir.

Senator SMITH. Can you not think of it?

Mr. EVANS. I forget the boatswain's name. We used to call him Mick; we used to give him that nickname.

Senator SMITH. Is he here?

Mr. EVANS. No, sir; he was drowned, sir. He was the boatswain of the ship.

Senator SMITH. Go ahead.

Mr. EVANS. We then lowered the starboard boats. After they had been lowered I went over to the port side and seen my own boat with the women and children being passed into it.

Senator SMITH. What was the number of your boat?

Mr. EVANS. No. 12 was my proper boat, on the port side.

Senator SMITH. Was No. 12 filled with women and children?

Mr. EVANS. Yes, sir.

Senator SMITH. How many were put into it?

Mr. EVANS. I should say, on a rough average, there was about 50, sir. There was one seaman standing in the stern sheets of it.

Senator SMITH. Were there any other men in it?

Mr. EVANS. No, sir; I did not notice any other men in the boat. She was swung out on the davits.

Senator SMITH. And you did not notice any men?

Mr. EVANS. I could only see a seaman there.

Senator SMITH. One seaman, or more?

Mr. EVANS. One seaman; yes, sir.

Senator SMITH. That boat was lowered. Were there any male passengers in there; any members of the crew, males?

Mr. EVANS. I did not notice any. After we got them into that, I sung out to the seaman: "How many have you got in that boat?" I said: "Ginger, how many have you got?" He said: "There is only me here." I lowered that boat, sir, and she went away from the ship. I then went next to No. 10, sir, to that boat, and the chief officer, Mr. Murdock, was standing there, and I lowered the boat with the assistance of a steward. The chief officer said, "What are you, Evans?" I said "A seaman, sir." He said, "All right; get into that boat with the other seamen." He said, "Get into that boat," and I got into the bows of this boat, and a young ship's baker was getting the children and chucking them into the boat, and the women were jumping. Mr. Murdock made them jump across into the boat.



Senator SMITH. How far?

Mr. EVANS. It was about two feet and a half, sir. He was making the women jump across, and the children he was chucking across, along with this baker. He throwed them onto the women, and he was catching the children by their dresses and chucking them in.

Senator SMITH. Were any children thrown overboard or any women?

Mr. EVANS. One woman slipped and fell. Her heel must have caught on the rail of the deck, and she fell down and some one on the deck below caught her and pulled her up. Her heel caught in the rail, I think, as she was jumping, and they pulled her in onto the next deck. She was a woman in a black dress.

Senator SMITH. Do you know who she was? Did you ever see her afterwards?

Mr. EVANS. Yes, sir; she came up onto the boat deck again, and then jumped again, and she came into the boat that time all right.

Senator SMITH. Into your boat?

Mr. EVANS. Yes; into No. 10 boat.

Senator SMITH. Who was she?

Mr. EVANS. I could not distinguish her at all in the boat, and I never took no more notice of her.

Senator SMITH. We are talking about the No. 10 boat—the one that you were in.

Mr. EVANS. Yes.

Senator SMITH. How many people were put into that boat with you?

Mr. EVANS. There were about 60 persons, women and children.

Senator SMITH. How many women?

Mr. EVANS. I should say about 57, sir. There were only me and another seaman and a steward, and two men besides.

Senator SMITH. And how many children?

Mr. EVANS. Seven or eight children, sir.

Senator SMITH. How many men besides yourself?

Mr. EVANS. I think there were one or two; there was me and another seaman and a steward, and two men.

Senator SMITH. Who were these men?

Mr. EVANS. I do not know, sir. I think one was a foreigner that was up forward.

Senator SMITH. A passenger?..

Mr. EVANS. Yes; he was a passenger. The chief officer, Murdock, had cleared all the women and children from that side of the ship, and he asked if there was any more, and there was no reply came, and the boat was packed, sir, and as this boat was being lowered this foreigner must have jumped from A deck into the boat.

Senator SMITH. Did he catch something and throw himself into the boat?

Mr. EVANS. No; he just deliberately jumped across into the boat.

Senator SMITH. And saved himself?

Mr. EVANS. Yes.

Senator SMITH. What occurred then; was it lowered?

Mr. EVANS. It was lowered.

Senator SMITH. To the water?

Mr. EVANS. Yes; to the water.

Senator SMITH. If I understand you correctly, Murdock, who was chief officer, loaded that boat by having the women jump from the boat deck into the lifeboat?



Mr. EVANS. Yes.

Senator SMITH. A distance of how much?

Mr. EVANS. About 2½ or 3 feet.

Senator SMITH. In order to get them in there?

Mr. EVANS. Yes.

Senator SMITH. Did the women hesitate about getting in?

Mr. EVANS. One or two women did, sir; but he compelled them to jump. He told them that they must.

Senator SMITH. Did any women refuse to jump?

Mr. EVANS. One or two women refused, in the first place, to jump; but after he told them, they finally went.

Senator SMITH. When you got to the water, what did you do?

Mr. EVANS. We unhooked the falls, sir. It was impossible to get to the tripper, on account of the women being packed so tightly. It was impossible to get to the tripper underneath the thwart.

Senator SMITH. What was done then?

Mr. EVANS. We had to lift the fall up off the hook to release the spring, to get the block and fall away from it.

Senator SMITH. And then what did you do?

Mr. EVANS. We unhooked it by hand.

Senator SMITH. Then what did you do?

Mr. EVANS. We pushed off from the ship and rowed away.

Senator SMITH. How far away?

Mr. EVANS. About 200 yards.

Senator SMITH. What did you do then?

Mr. EVANS. We went over to where there were three more boats, and we tied up to them.

Senator SMITH. Do you know which lifeboats you tied up to?

Mr. EVANS. There was No. 12.

Senator SMITH. Your boat?

Mr. EVANS. I was in No. 10, then.

Senator SMITH. Yes, I understand; but No. 12 was your own boat?

Mr. EVANS. Yes, she was my original boat. That was my station.

Senator SMITH. What were the numbers of the other boats?

Mr. EVANS. I was in No. 10, and we tied up to No. 12. We gave the man our painter and made fast, and we stopped there.

Senator SMITH. How long did you stop there?

Mr. EVANS. We stopped there about an hour, I think it was, sir, when No. 14 boat came over with one officer.

Senator SMITH. What officer?

Mr. EVANS. The fifth officer, I think it was.

Senator SMITH. Mr. Lowe; No. 14 boat?

Mr. EVANS. No. 14 boat. He came over in No. 14 boat, and he says, “Are there any seamen there?” We said, “Yes, sir.” He said, “All right; you will have to distribute these passengers among these boats. Tie them all together and come into my boat,” he said, “to go over into the wreckage and pick up anyone that is alive there.” So we got into his boat and went straight over toward the wreckage. We picked up four men there, sir; alive.

Senator SMITH. When you went over toward the wreckage, how many people were in your boat?

Mr. EVANS. Eight or nine, sir.

Senator SMITH. And you picked up how many?

Mr. EVANS. We picked up four persons alive.

Senator SMITH. Any dead?

Mr. EVANS. One died on the way back, sir. There were plenty of dead bodies about us.

Senator SMITH. How many? Scores of them?

Mr. EVANS. You couldn't hardly count them, sir. I was afraid to look over the sides because it might break my nerves down.

Senator SMITH. Did these bodies have life preservers on?

Mr. EVANS. Yes, sir; from here upward [indicating] they were clear of the water. They were like that [indicating]. They simply had perished, sir.

Senator SMITH. The boat that came to you was under sail?

Mr. EVANS. After we left the wreckage we made sail to another boat that was in distress, farther over.

Senator SMITH. That was Lowe's boat, was it not?

Mr. EVANS. Yes.

Senator SMITH. When you picked up these four men, that left you 13 people in your boat?

Mr. EVANS. Thirteen; yes, sir.

Senator SMITH. Did you see other people in the water, or hear their cries?

Mr. EVANS. No, sir; none whatsoever, sir, other than these four persons we picked up.

Senator SMITH. Did you not hear the cries of anyone in distress?

Mr. EVANS. No, sir.

Senator SMITH. For help?

Mr. EVANS. In the first place, when the ship sank I was in No. 10 boat, then, sir.

Senator SMITH. When the ship sank you heard these cries?

Mr. EVANS. We heard these cries, but we took them to be the boats that went away from the starboard side of the ship; that they were cheering one another, sir.

Senator SMITH. Giving them encouragement?

Mr. EVANS. Giving them encouragement, sir.

Senator SMITH. When you went back toward the wreckage the *Titanic* had been sunk how long?

Mr. EVANS. It must have been about an hour and a half, I should think.

Senator SMITH. And you laid by, about 200 yards off, for an hour and a half?

Mr. EVANS. Yes.

Senator SMITH. And then pulled over toward the place where she sank?

Mr. EVANS. Yes; that was in No. 14 boat, sir, with the officer.

Senator SMITH. And you picked up four people?

Mr. EVANS. Four people, sir.

Senator SMITH. One of whom died?

Mr. EVANS. One died; yes, sir.

Senator SMITH. On the way to the *Carpathia*?

Mr. EVANS. He died in the boat, sir.

Senator SMITH. One of whom died in the boat?

Mr. EVANS. Yes.

Senator SMITH. Was that Mr. Hoyt?

Mr. EVANS. I could not say. He was a very stout man.

Senator SMITH. A large man?

Mr. EVANS. A large, fleshy man.

Senator SMITH. He was a large, fleshy man, and you had great trouble in getting him into the boat?

Mr. EVANS. We had great trouble in getting him into the boat.

Senator SMITH. And you had to unfasten his collar to give him a chance to breathe?

Mr. EVANS. Yes.

Senator SMITH. Why did you not go over toward the wreck quicker?

Mr. EVANS. In No. 14 boat or in No. 10 boat, sir?

Senator SMITH. In No. 14 boat.

Mr. EVANS. The officer was in command of that boat then, sir.

Senator SMITH. And he did not care to go over?

Mr. EVANS. That I could not say, sir.

Senator SMITH. He did not order you to go over?

Mr. EVANS. He wanted as full a crew as he could get, to go over there quicker.

Senator SMITH. He got the crew as soon as he got alongside of you?

Mr. EVANS. Yes; he got alongside of these boats and got rid of his passengers. We never saw him before that, so that I do not know what he did.

Senator SMITH. How many men did he have in his crew?

Mr. EVANS. In his crew in No. 14 boat, sir?

Senator SMITH. Yes.

Mr. EVANS. Eight or nine, sir. There were stewards and firemen.

Senator SMITH. He had eight or nine when you went back to the wreck?

Mr. EVANS. Yes.

Senator SMITH. But how many did he have in his crew when you first saw No. 14 boat?

Mr. EVANS. I could not say, sir. I could not tell you that, sir. I never took the trouble to count them.

Senator SMITH. Did he use his revolver any, going over there?

Mr. EVANS. The fifth officer used one, sir.

Senator SMITH. Where?

Mr. EVANS. He fired four shots when we went to this boat that was in distress. She was half full of water, and they were up to their ankles in water. There was one collapsible boat that we had in tow, and we went over to this one that was swamped, sir. Three dead persons were left there, besides our taking two other people into our boat, and one woman.

Senator SMITH. I did not understand you to say that any women were taken off of this boat—the collapsible boat.

Mr. EVANS. The second officer was on the collapsible boat. We had a collapsible boat in tow, sir. Then we went over to this other collapsible that was swamped. There was one woman in it, and I should say there were about 10 or a dozen men, and 3 dead bodies were lying across the thwarts in the stern sheets.

Senator SMITH. As I understand you, that boat was taking in water?

Mr. EVANS. The collapsible boat?

Senator SMITH. Yes.

Mr. EVANS. No, sir.

Senator SMITH. And capsizing?

Mr. EVANS. No, sir; she was swamped. She was up out of the water, but she was swamped.

Senator SMITH. The people were taken out of that boat?

Mr. EVANS. Into our boat.

Senator SMITH. Into your boat?

Mr. EVANS. Yes.

Senator SMITH. Including one woman, and all the balance were men?

Mr. EVANS. Yes, sir; the remainder of them were men.

Senator SMITH. Were those men seamen?

Mr. EVANS. No, sir; I never saw any seamen there. There were firemen and passengers.

Senator SMITH. Firemen and passengers?

Mr. EVANS. Yes.

Senator SMITH. How many passengers were there?

Mr. EVANS. There were one or two firemen I recognized, and some of them might have been firemen, and I did not know them, sir.

Senator SMITH. Would you say the largest proportion of those in that boat which was swamped were passengers, or members of the crew of the *Titanic*?

Mr. EVANS. The majority of them were passengers.

Senator SMITH. How many were passengers; half of them?

Mr. EVANS. About eight of the dozen, I should think, sir, and this one woman.

Senator SMITH. I do not think I have yet got the number of that swamped boat. Do you know what the number of it was?

Mr. EVANS. No, sir.

Senator SMITH. It was a collapsible boat, but what was the number of it?

Mr. EVANS. No, sir; I could not give you the number of it.

Senator SMITH. After you took these four people into boat No. 14 from the water, what did you do?

Mr. EVANS. I had a thorough good look around everywhere in the wreckage.

Senator SMITH. To see if you could see any life?

Mr. EVANS. To see if I could see any live ones—any live bodies.

Senator SMITH. Did you see any alive?

Mr. EVANS. No, sir.

Senator SMITH. A good many dead?

Mr. EVANS. Yes.

Senator SMITH. Did you see any women dead in the water?

Mr. EVANS. No, sir; mostly men.

Senator SMITH. Was it daylight at this time?

Mr. EVANS. Just breaking daylight.

Senator SMITH. Did you have a lamp in your boat?

Mr. EVANS. No, sir.

Senator SMITH. Was there a lamp in boat No. 14?

Mr. EVANS. No, sir.

Senator SMITH. Or a lamp in No. 10 boat?

Mr. EVANS. No, sir.

Senator SMITH. When you found there were no live persons whom you could rescue, why did you not take some of the dead ones aboard? You had lots of room.

Mr. EVANS. That lay with the officer.

Senator SMITH. And what did he say about it?

Mr. EVANS. He did not pass any remark at all, sir. He said, “Have a good look around, and see if you can see anybody alive, at all.”

Senator SMITH. And when you did find anybody alive, what did the officer say?

Mr. EVANS. The officer said, “Hoist the sail forward.” I did so, and made sail.

Senator SMITH. Hoist the sail forward?

Mr. EVANS. Yes; on the foremast; and we altered the course into the direction of this collapsible boat which had been swamped. On the way down we picked up another collapsible that had some women and children in it, and took her in tow, and then we sailed to this sinking boat.

Senator SMITH. What did you go out to the sinking boat for? There was nobody on it?

Mr. EVANS. It was a boat that was swamped.

Senator SMITH. Yes; but you had taken the people off of that before.

Mr. EVANS. No; we took this other boat in tow before we went to the boat that was swamped. We picked her up on our way down toward the boat that was swamped.

Senator SMITH. This boat that was swamped you went to after you had been around the wreck?

Mr. EVANS. Yes; we came from the wreck direct in the direction of this boat that was swamped.

Senator SMITH. Then you took those people?

Mr. EVANS. Yes; off that boat, into ours.

Senator SMITH. And let the collapsible drift?

Mr. EVANS. Yes.

Senator SMITH. How many people did you find in that swamped boat?

Mr. EVANS. There were about 4 of them and this 1 woman. There were about 12 men and 1 woman.

Senator SMITH. That made about 25 people, including the one who died?

Mr. EVANS. Yes.

Senator SMITH. Did you take off of the swamped boat the dead bodies?

Mr. EVANS. No, sir; we left them there.

Senator SMITH. You left them there to drift?

Mr. EVANS. Yes; three of them that were dead.

Senator SMITH. Were those dead people passengers?

Mr. EVANS. I could not say, sir. They were lying right over the thwarts, like that [indicating].

Senator SMITH. Did you know any of them?

Mr. EVANS. No, sir.

Senator SMITH. Did you look at them?

Mr. EVANS. No, sir, I did not particularly look at them. I was assisting the other passengers off.

Senator SMITH. Evidently you do not like to look at dead people very well.

Mr. EVANS. No, sir.

Senator SMITH. Is that one of the reasons why you did not pick up more of these dead people that were floating around there?

Mr. EVANS. If the officer had given orders to pick them up, we should have picked them up.

Senator SMITH. But he gave no orders?

Mr. EVANS. No, sir.

Senator SMITH. There was a lot of cork floating around on the water. Did you see any of it?

Mr. EVANS. No, sir.

Senator SMITH. After you got those people out of that swamped boat it was daylight?

Mr. EVANS. Yes.

Senator SMITH. And you sighted the *Carpathia* coming?

Mr. EVANS. Yes.

Senator SMITH. Did you row toward her?

Mr. EVANS. We did not row toward her; we made sail.

Senator SMITH. You laid down your oars?

Mr. EVANS. Laid down our oars and hoisted sail to make more speed, to get rid of these passengers, to get them aboard as soon as possible.

Senator SMITH. So that you went out with sail?

Mr. EVANS. Yes.

Senator SMITH. To the *Carpathia*?

Mr. EVANS. Yes; under sail to the *Carpathia*, with the collapsible boat in tow. One of the ladies there passed over a flask of whisky to the people who were all wet through. She asked if anybody needed the spirits, and these people were all soaking wet and nearly perished, and they passed it around between these men and women.

Senator SMITH. Who took it?

Mr. EVANS. They gave a woman the first drink. After that the men passengers, who were wet through.

Senator SMITH. Do you know the quartermaster, Hichens?

Mr. EVANS. No, sir; I have never been in conversation with him.

Senator SMITH. Do you yourself know him by sight?

Mr. EVANS. I know him by sight.

Senator SMITH. Was he in that collapsible boat?

Mr. EVANS. No, sir.

Senator SMITH. How long did it take you after you sighted the *Carpathia* to get alongside of her?

Mr. EVANS. About 20 minutes, sir.

Senator SMITH. During the time that you lay off from the wreck, and during the time that you cruised around the wreck, around the place of the disaster, and while you were sailing out to the *Carpathia*, did you see any icebergs?

Mr. EVANS. Yes.

Senator SMITH. Many?

Mr. EVANS. Five or six, I should think, sir.

Senator SMITH. How big?

Mr. EVANS. Some were tremendous icebergs.

Senator SMITH. How big; as big as the *Titanic*?

Mr. EVANS. I should say about the height of that, sir.

Senator SMITH. And there were quite a number of them?

Mr. EVANS. Yes; quite a number of icebergs.

Senator SMITH. Did you see any growlers?

Mr. EVANS. No, sir.

Senator SMITH. Did you see any field ice?

Mr. EVANS. I saw the field ice after we got on the *Carpathia*.

Senator SMITH. A great deal of it?

Mr. EVANS. Yes, sir; at a rough estimate there was about a 21-mile floe, sir.



Senator SMITH. A 21-mile floe?

Mr. EVANS. Yes; floating ice; flat like the floor.

Senator SMITH. What did you do after you got aboard the *Carpathia*? Did you get all these people aboard?

Mr. EVANS. Yes; we got all these people aboard.

Senator SMITH. Did you get all the dead people aboard?

Mr. EVANS. Yes; we got all the passengers aboard as soon as we could.

Senator SMITH. Then what did you do?

Mr. EVANS. I made fast the boat. I picked up a big satchel that was in the bottom of the boat, and I threw it up to the master-at-arms of the *Carpathia*, and then we went on the boat deck of the *Carpathia* and got orders to hoist our boat.

Senator SMITH. Did you see the captain that night?

Mr. EVANS. Yes.

Senator SMITH. Where?

Mr. EVANS. He came to the starboard action boat that I was lowering, sir.

Senator SMITH. What did he say, if anything?

Mr. EVANS. He passed some remark to a tall military gentleman there with white spats on, but what it was I could not say, as I was attending to the fall; it was a tall military-looking gentleman who was giving orders as to lowering away forward or aft or both together. As soon as we lowered the starboard action boat to the next deck the gripes of the boat caught and we had to cut them with an axe.

Senator SMITH. What happened to that?

Mr. EVANS. We had to cut it away.

Senator SMITH. Did it get caught in the gear?

Mr. EVANS. Yes; the gripes we use in the lowering of the boat; it caught up underneath, or else it had not been untied. I could not look at it, because it was holding it in.

Senator SMITH. It was chopped away with an axe?

Mr. EVANS. Chopped away with an axe, sir.

Senator SMITH. Then what happened to it?

Mr. EVANS. It was lowered right down to the water.

Senator SMITH. It was lowered, then, to the water's edge?

Mr. EVANS. Yes.

Senator SMITH. Was it filled with people?

Mr. EVANS. It was not on the boat deck, not when I first lowered it. Whether any passengers dropped in underneath I could not say.

Senator SMITH. You mean that this No. 1 boat that was caught was not filled at the boat deck?

Mr. EVANS. Some ladies were passed into it on the boat deck, but very few.

Senator SMITH. How many?

Mr. EVANS. I could not say.

Senator SMITH. About how many?

Mr. EVANS. I should say five or six.

Senator SMITH. And then it was lowered?

Mr. EVANS. Then it was lowered to the next deck.

Senator SMITH. To A deck?

Mr. EVANS. Yes.

Senator SMITH. And at A deck what happened?



Mr. EVANS. I could not tell you, because I could not see.

Senator SMITH. Whether anybody got in there or not you do not know?

Mr. EVANS. I could not say.

Senator SMITH. Did you see it in the water?

Mr. EVANS. No, sir.

Senator SMITH. Did you ever see it after that time?

Mr. EVANS. No, sir.

Senator SMITH. Did you see any men in it at all?

Mr. EVANS. I saw the able seaman, Symons; I think his name is Symons. Yes, it is Symons.

Senator SMITH. The lookout?

Mr. EVANS. Yes; the lookout man.

Senator SMITH. You saw him in it?

Mr. EVANS. I saw him in the boat. There were some more men. There were five in it, sir.

Senator SMITH. How many men?

Mr. EVANS. Three, I think, sir.

Senator SMITH. Was that all there were in it?

Mr. EVANS. That is all I could see, sir.

Senator SMITH. But what became of that boat you do not know?

Mr. EVANS. I do not know, sir.

Senator SMITH. Did Symons survive?

Mr. EVANS. Yes.

Senator SMITH. Is he here?

Mr. EVANS. Yes, sir.

Senator SMITH. This No. 1 boat was the emergency boat?

Mr. EVANS. Yes.

Senator SMITH. On which side?

Mr. EVANS. On the starboard side. There is one on each side.

Senator SMITH. This was on the starboard side?

Mr. EVANS. On the starboard side; yes, sir.

Senator SMITH. It always hangs ready for any emergency? It always hangs ready in the davits, swung out?

Mr. EVANS. It is already swung out, sir.

Senator SMITH. All ready for lowering?

Mr. EVANS. All you have to do is to take hold of the grips and lower away the boat.

Senator SMITH. When you saw it last it only had eight or nine people in it?

Mr. EVANS. It only had eight or nine people in it.

Senator SMITH. How many would it hold?

Mr. EVANS. I should think, on an average, of near about 35, sir; 35 or 40.

Senator SMITH. No. 12, your boat, and No. 10 and No. 14, in which you escaped, were all large boats?

Mr. EVANS. The largest-sized boats.

Senator SMITH. The largest sized lifeboats?

Mr. EVANS. Yes.

Senator SMITH. How many will a lifeboat of that kind hold, safely?

Mr. EVANS. A large one, sir?

Senator SMITH. Yes.

Mr. EVANS. It will probably hold 60, I should say, sir.

Senator SMITH. Would it be perfectly safe to lower a large boat like that, with new tackle and davits, and everything in good condition, with 60 people in it?

Mr. EVANS. Yes.

Senator SMITH. How many would it hold on the water if the water was smooth?

Mr. EVANS. You could not get more than 60 into the boat. My boat, No. 10, was literally packed, without any room to move, at all. We could not get to this tripper at the time, with 60 persons in it, or anywhere near it.

Senator SMITH. Do you wish to be understood as saying that a large lifeboat like No. 14 or No. 12 or No. 10 could be filled to its full capacity and lowered to the water with safety?

Mr. EVANS. Yes; because we did it then, sir.

Senator SMITH. That is a pretty good answer.

Mr. EVANS. It was my first experience in seeing a boat loaded like that, sir.

Senator SMITH. Was it your first experience with a wreck?

Mr. EVANS. Yes.

Senator SMITH. I think that is all.

At 11.45 o'clock p. m. the taking of testimony before Senator Smith was adjourned.



**“TITANIC” DISASTER**

---

V K 1255  
TS

**HEARING**

**BEFORE A**

**SUBCOMMITTEE OF THE  
COMMITTEE ON COMMERCE  
UNITED STATES SENATE**

**SIXTY-SECOND CONGRESS**

**SECOND SESSION**

**PURSUANT TO**

**S. RES. 283**

**DIRECTING THE COMMITTEE ON COMMERCE TO INVESTIGATE THE CAUSES LEADING TO THE WRECK  
OF THE WHITE STAR LINER “TITANIC”**

---

**PART 8**

---

**Printed for the use of the Committee on Commerce**

---

**SUBCOMMITTEE OF THE COMMITTEE ON COMMERCE.**

**UNITED STATES SENATE.**

**WILLIAM ALDEN SMITH, Michigan, *Chairman.***

**GEORGE C. PERKINS, California.**

**F. M. SIMMONS, North Carolina.**

**JONATHAN BOURNE, Jr., Oregon.**

**FRANCIS G. NEWLANDS, Nevada.**

**THEODORE E. BURTON, Ohio.**

**DUNCAN U. FLETCHER, Florida.**

**W. M. MCKINSTRY, *Clerk.***

LIST OF WITNESSES.

	Page.
Evans, Cyril Furmstone .....	701
Evans, Frank Oliver .....	717
Franklin, P. A. S.....	656
Gill, Ernest .....	678
Lord, Capt. Stanley.....	682





## **“TITANIC” DISASTER.**

---

**FRIDAY, APRIL 26, 1912.**

**SUBCOMMITTEE OF THE COMMITTEE ON COMMERCE,  
UNITED STATES SENATE,  
New York, N. Y.**

The subcommittee met at 10.55 o'clock a. m.

Present: Senators Smith (chairman), Newlands, and Fletcher.

Senator NEWLANDS. Mr. Chairman, before we proceed I wish to state that when the various members of the crew were apportioned among the members of the subcommittee yesterday, with a view to their examination, I was approached by newspaper men regarding the report of the hearings. I told them the hearings would be executive, the testimony would be reported this morning, and that it would be necessary for them to attend. In order to fortify myself, I communicated with the other members of the subcommittee, with a view to having a general understanding upon the subject. I find that in the morning papers the statements of some of these witnesses appear, and I regret very much there was a misunderstanding, and wish to say to the newspaper men to whom I made that statement that I do regret the misunderstanding. It seems to have been an inadvertence, the cause of which I do not understand.

Senator SMITH. I desire to say for my associates that we have taken the testimony of John Hardy, chief steward, second class; William Ward, saloon steward; James Widgery, second class, in charge of bath on F deck forward; and Edward John Buley, able seaman. This testimony was taken by Senator Fletcher. It has all been taken under oath and will be treated as a part of the official record.

Senator Bourne took the testimony under oath of George Frederick Crowe, steward; C. D. Andrews, officers' steward; and John Collins, assistant cook.

Senator Newlands took under oath the testimony of Edward Wheelton, first-class steward; W. H. Taylor, fireman; George Moore, able seaman; and Thomas Jones, seaman.

The same process was followed, under oath, by myself, and I examined last night Haynes, Hemming, and Evans. That testimony will be included as a part of the permanent record, and is accessible, as all other testimony, to the public.

I have, however, five of the crew whom I was unable to examine last night because of the lateness of the hour, and these men will be examined either in public session to-day or by the same arrangement that was followed last night. So far as the work of Senator Perkins and Senator Burton is concerned, they did not take the testimony of their witnesses under oath, and in all probability will desire to reexamine them or submit their statements to the committee, who will pass upon their importance.

I might add that by arrangement of the subcommittee all statements and testimony taken after the close of the public session yesterday were to be treated as executive until the next open session of the subcommittee, which would have been this morning, and so far as I know, none of the members of the subcommittee gave out any statement or statements containing this testimony.

I desire to have Mr. Franklin take the stand for a moment.

**ADDITIONAL TESTIMONY OF MR. P. A. S. FRANKLIN, VICE PRESIDENT INTERNATIONAL MERCANTILE MARINE CO.**

Senator SMITH. Before examining Mr. Franklin, I would like to have the record show that everything that transpires in connection with this inquiry is public, and no attempt whatever to suppress any part of the testimony, or the circumstances surrounding it, will be made.

I had subpoenaed the captain and wireless operator of the steamship *Californian*, supposed to have given ample warning to the *Titanic* of its proximity to ice the day of the disaster. I received from Boston the following telegram, addressed to the sergeant at arms, dated April 25, 1912:

BOSTON, MASS., April 25, 1912.

D. M. RANDELL,

*Sergeant at Arms, United States Senate, Washington, D. C.:*

Your telegram matter steamship *Californian* received 6 p. m. Capt. Stanley Lord and Wireless Operator C. E. Evans duly subpoenaed with attested copy telegram personally by me at 7 p. m. They express themselves willing to go but are not, 10 p. m., prevented from going by White Star officials. Believe they have important information. Please advise me further, and will bring them to Washington if necessary.

GUY MURCHIE,  
*United States Marshal.*

When this message was received, I was called up over the telephone by Col. Ransdell, sergeant at arms, and told of this message, and promptly gave the sergeant at arms authority to demand the presence of the captain and wireless operator of the *Californian*. This has been done, and in order that no misapprehensions may arise, or false reports be circulated, which will in any way reflect upon the officers of the *Californian* or the officers of any company, I desire to ask Mr. Franklin, vice president of the International Mercantile Marine Co., controlling the White Star Line, whether he knows anything about this matter.

Mr. FRANKLIN. I can tell you all I know about it. About 8.30, or possibly a quarter of 9, yesterday evening, I received a telephone call from Boston, and Mr. John H. Thomas, our representative in Boston, said that the captain of the *Californian* and the Marconi operator of the *Californian* had both been subpoenaed to come to Washington, and asked whether, considering the steamer was sailing, as I remember, on Saturday—although in my mind it was scheduled to sail on Friday, that being her regular day—we could not arrange, being here on the spot, to have their depositions taken in Boston rather than compel these men to come all the way to Washington, with the risk of not getting back in time to have the steamer sail. I told him that I would call up Senator Smith, the chairman of the committee, and ask if this could possibly be arranged, and would call up Boston just as quickly as I could get a reply. I called up the Senate Office

Building at once, and I could not reach Senator Smith immediately. I called up later; and I had a conversation with Senator Smith's secretary, who advised me that he had had a memorandum passed in to Senator Smith, and the reply was that the men would have to come to Washington, that their depositions could not be taken, and that the Senator understood that the men would have time to get down here so that their statements might be properly taken by the committee, and they would be allowed to return to Boston in time for the departure of their steamer. I immediately called Boston on the telephone, got Mr. Thomas, told him that the men must come along at once, that I hoped they could without doubt catch the midnight train getting here about 1 o'clock this afternoon, and that we would do everything possible to persuade the committee to take their testimony this afternoon and allow them to return to-night.

I could not say exactly what time that telephone message was sent, but I should say it was about half past nine or a quarter to ten; so that, so far as we were concerned, there was no effort or anxiety or anything of that kind on our part to avoid having their testimony taken. We were only anxious to arrange to have it done in Boston, if the committee could see their way clear to do it.

Senator SMITH. Is the steamship *Californian* part of your line?

Mr. FRANKLIN. The steamship is owned by the Leyland Line, and the great majority of the common shares and the majority of the preferred shares of the Leyland Line are owned in our various companies, with the result that the Leyland steamers are all consigned to our office in Boston, and we are their agents there.

I would like to say, further, that if you would like the Boston office called on the telephone, I can have that done, and find out just when the men left, as I am sure they are on their way.

Senator SMITH. I know when they left, and that will be unnecessary.

In this telephone message was anything said about the log of the ship?

Mr. FRANKLIN. No, sir. I can say this, that I asked Mr. Thomas to see that the men brought with them all the documents, charts, and so forth, that they might need in giving their testimony; anything that they could think of that they might need.

Senator SMITH. My telegram to the marshal asked for the log.

Mr. FRANKLIN. Then there is no doubt that it will be brought.

Senator SMITH. I have forgotten if you stated, and so I will ask you, how long you have been an officer of the International Mercantile Co.?

Mr. FRANKLIN. Since the early part—about the spring—of 1903.

Senator SMITH. And were you prior to that time connected with any of its constituent companies?

Mr. FRANKLIN. I had been; yes, sir.

Senator SMITH. What company?

Mr. FRANKLIN. The Atlantic Transport Co.

Senator SMITH. What ships were a part of the Atlantic Transport Co.?

Mr. FRANKLIN. At that time the *Minnehaha*, the *Minneapolis*, the *Minnetonka*, the *Mesaba*; all ships with names beginning with “M.”

Senator SMITH. Do you know whether or not a vessel of the White Star Line was lost in practically the same longitude and latitude

where the *Titanic* was lost in the north Atlantic, with all its crew, about 10 years ago?

Mr. FRANKLIN. I suppose you are referring to the steamship *Naronic*, but my recollection is that that ship was lost about 1897 or 1898, or along there.

Senator SMITH. Where was it lost?

Mr. FRANKLIN. I have not the slightest idea.

Senator SMITH. Would anyone connected with your company be able to give us that information?

Mr. FRANKLIN. I do not think that anybody would be able to give you the information, because my recollection is that the ship was never heard of from the time she left port. I am not positive about that, but that is my recollection.

Senator SMITH. No one ever heard from her?

Mr. FRANKLIN. I think not.

Senator SMITH. Can you ascertain for me, without too much trouble who were the owners of the *Naronic*; whether it was a part of the White Star Line?

Mr. FRANKLIN. Do you mean that you would like me to submit some definite proof on that?

Senator SMITH. Give me some definite information about it.

Mr. FRANKLIN. Now?

Senator SMITH. No; but at your convenience.

Mr. FRANKLIN. It was owned by the Oceanic Steam Navigation Co., to the best of my knowledge and belief.

Senator SMITH. Was the Oceanic Steam Navigation Co. connected in any way with what is now the White Star Line?

Mr. FRANKLIN. It is the Oceanic Steam Navigation Co. that owns the White Star Line.

Senator SMITH. You gave the full capitalization of the International Mercantile Marine Co. when you were on the stand, but I think I failed to ask you if you knew whether that entire capitalization was full paid?

Mr. FRANKLIN. The entire capitalization that I mentioned was issued for value received, but it is not the entire capitalization of the company. The authorized capitalization is \$60,000,000 of common stock and \$60,000,000 of preferred stock. I testified that about \$100,000,000, between the common and preferred, practically equally divided, was outstanding. The balance in in the treasury. That was all issued for value received.

Senator SMITH. And the bonds are the underlying obligations of that company?

Mr. FRANKLIN. I gave you a description of three classes of bonds; first, the 4½ per cent collateral trust bonds, which have been issued to the public to the extent of \$52,000,000, or about \$52,000,000, as close as I can remember; then the 5 per cent bonds, which are a first mortgage on certain specified steamers and properties; about \$19,000,000 of those. And then there are underlying bonds of the subsidiary companies that are expiring from time to time. For the information of the committee, and to have it as a matter of record, I would be very glad to furnish our report for 1911, which would be the latest official document issued by the company regarding its capitalization and assets, and so forth.

Senator SMITH. That is, that would include the report of the International Marine Co., the parent company?

Mr. FRANKLIN. That is their report.

Senator SMITH. And would embrace the salient features of the constituent companies?

Mr. FRANKLIN. The various ramifications.

Senator SMITH. And would give a full list of its officers and directors. And could we obtain from that report, or in any other way, a list of its stockholders?

Mr. FRANKLIN. That report would not show a list of its stockholders.

Senator SMITH. Could that be obtained?

Mr. FRANKLIN. The shares are voting trust certificates; but we might be able to obtain the names of the holders of as many of them as we have on record.

Senator SMITH. I assume that the stockholders are scattered in almost every part of the world?

Mr. FRANKLIN. They are scattered all over the world, yes. As I have told you, there is about \$100,000,000 of stock outstanding.

Senator SMITH. Would it be practical for you to furnish the committee with a list of the British stockholders and the American stockholders?

Mr. FRANKLIN. All I can say is that we would be glad to furnish to the committee, as we promised you, anything in our possession. Anything that we have that will give you any information regarding the shareholders, we will be glad to furnish you.

Senator SMITH. Well, I would like that information.

Mr. FRANKLIN. If we can get it for you we will do so. The last report we have issued is for 1910.

Senator SMITH. When is the next one due?

Mr. FRANKLIN. The next one is due in June of this year.

Senator SMITH. Perhaps that might be more serviceable, in the way of giving the officers and the directors at the present time, than the report of 1910.

Mr. FRANKLIN. Our report for the year 1911 we will have ready and issue some time in June.

Senator SMITH. I think we would like both of these reports, if agreeable; and the last one, if possible.

Mr. FRANKLIN. We can give you the 1910 report at once, but the 1911 report we can only give to you after we have gotten it out—gotten it ready.

Senator SMITH. You mean by “at once” that you have it with you now?

Mr. FRANKLIN. Yes; the 1910 report.

Senator SMITH. Produce it, if you have it. You may file that with the stenographer, and it may be marked for identification.

The Eighth Annual Report of the International Mercantile Marine Co. was thereupon marked “Exhibit A, April 26, 1912, testimony of Mr. P. A. S. Franklin,” and filed with the committee.

Senator SMITH. Mr. Franklin, you were kind enough the other day to furnish us with the telegrams and cablegrams which passed between your company and the officers of the *Titanic*, and the officers and passengers—which includes Mr. Ismay—on the *Carpathia*.



Mr. FRANKLIN. Not the *Titanic*, Senator.

Senator SMITH. I asked you with reference to the *Titanic*.

Mr. FRANKLIN. We never received and never sent any message to the *Titanic* that I know anything about.

Senator SMITH. These messages that you have are, some of them, over a code or cipher signature of the company. I would like to ask you whether there was any attempt made, through land or sea wireless stations, to enjoin silence or secrecy on the part of any officer or member of the crew, or passenger, on board the *Carpathia*, after the accident happened?

Mr. FRANKLIN. Not to the very best of my knowledge and belief; absolutely, no.

Senator SMITH. You gave the company's cipher signature in the transmission of any messages, by wireless telegraph and cable, the other day?

Mr. FRANKLIN. I gave the company's signature. Generally speaking, the cable address of the company, between officers, for cables and long-distance messages of that kind, is “Ismay.”

Senator SMITH. Whether the communication be sent from this country to the London office or aboard ship, or from the London office or other British ship to a ship or office here, the same cipher is employed?

Mr. FRANKLIN. I could not say “yes” to that, for this reason, that we have a great many cable addresses. For instance, when the passenger office at the London office or the Southampton office is sending a cable purely on details of the passenger department, asking for reservations of rooms, or something of that kind, we will use one cable address, the result of which is that that cable, when received at the office, will go immediately into the passenger office. If that office is cabling about freight matters, they will use another cable address, which will result in that cable going into the freight office. But if it is a general cable on general business, as a rule the cable address “Ismay” is used.

Senator SMITH. What are the others used?

Mr. FRANKLIN. I could not tell them. We have a lot of them.

Senator SMITH. Are they registered?

Mr. FRANKLIN. They are all registered with the cable companies.

Senator SMITH. And with the telegraph companies?

Mr. FRANKLIN. The telegraph companies, as a rule, are practically the cable companies; so they are with the telegraph companies also.

Senator SMITH. Have you a cipher for your own personal use?

Mr. FRANKLIN. If you mean by “cipher” a cable address——

Senator SMITH (interposing). Code or cable address.

Mr. FRANKLIN (continuing). If you mean a cable address for cables exchanged between Mr. Ismay and myself, I have the word “Islefrank.”

Senator SMITH. And that denotes yourself?

Mr. FRANKLIN. That denotes that the cable is for me.

Senator SMITH. Did you receive or send on Sunday, the 14th of April, or any succeeding day up to the time of the arrival of the *Carpathia* in New-York, any message to its officers, employees, or passengers giving that signature?

Mr. FRANKLIN. On Sunday, no.

Senator SMITH. What about Monday?

Mr. FRANKLIN. No.

Senator SMITH. On Tuesday?

Mr. FRANKLIN. No; and no other day.

Senator SMITH. No other day up to that time?

Mr. FRANKLIN. No.

Senator SMITH. And you received no message addressed to you in that manner?

Mr. FRANKLIN. That is, I sent no message to any ship at sea, or any place else, under the code address of “Islefrank.”

Senator SMITH. Did you send any to your London office under that address?

Mr. FRANKLIN. To the London office I would never use it. I would only use it to the Liverpool office.

Senator SMITH. Did you use it to the Liverpool office?

Mr. FRANKLIN. Not to the best of my knowledge and belief.

Senator SMITH. Or to any other office of the company, anywhere?

Mr. FRANKLIN. Not to the best of my knowledge and belief. In the file of exhibits, or rather telegrams exchanged with Mr. Ismay, you will probably find a message sent by Mr. Ismay after he got on the *Carpathia* which did not reach us until Wednesday morning, and I think you will find that addressed to “Islefrank”; but that message, as received, is in your possession.

Senator SMITH. Is that the message you refer to [handing witness telegram]?

Mr. FRANKLIN. Yes, sir; this is the one I mean. That is the one sent by Mr. Ismay. You see, that is the first message.

Senator SMITH. There is another one there.

Mr. FRANKLIN. But these were addressed; you asked me “sent to.”

Senator SMITH. I asked you “sent or received.”

Mr. FRANKLIN. I did not understand you to say received. These are all addressed in that way.

Senator SMITH. Sent or received?

Mr. FRANKLIN. Mr. Ismay addressed that in that way. I said I did not send any.

Senator SMITH. Have you filed with the committee all the messages you received, addressed to “Islefrank,” from the *Carpathia*, its officers, crew, or passengers?

Mr. FRANKLIN. I have.

Senator SMITH. From the day of the accident until its arrival in New York?

Mr. FRANKLIN. I have.

Senator SMITH. Who put the memorandum on that message in lead pencil, “Received 9 a. m., 4-17-12”?

Mr. FRANKLIN. I did.

Senator SMITH. That was Wednesday?

Mr. FRANKLIN. Wednesday morning, about 9.30.

Senator SMITH. 9 a. m., you say here.

Mr. FRANKLIN. 9 a. m., then.

Senator SMITH. When did you receive the first tidings from the *Titanic* disaster, and from whom did you receive such tidings?

Mr. FRANKLIN. As I testified on Monday, at about 20 minutes of 2 on Monday morning I was aroused by the telephone and the door bell, and was informed by a reporter, evidently of some paper, that



they had heard this rumor or had this information. Who that was I can not tell you.

Senator SMITH. But you had your first information from the *Carpathia* or from Mr. Ismay, or from any other source that was official or authentic, at what time?

Mr. FRANKLIN. I got my first information from any source that was official or authentic from the captain of the *Olympic*, and a copy of his message is filed with you, all of his messages, to the best of my knowledge and belief, being filed with you. They are not in that lot [indicating].

Senator SMITH. They are marked “Haddock”?

Mr. FRANKLIN. “Haddock.”

Senator SMITH. Is that the cablegram to which you refer [exhibiting cablegram]?

Mr. FRANKLIN. No, sir; that is a cablegram that we sent to Liverpool. That is a copy of a message we sent to Liverpool.

Senator SMITH. Find the message that came from Haddock.

Mr. FRANKLIN. It is not here, sir. These are the cables between Liverpool and ourselves.

Senator SMITH. Have you that cablegram?

Mr. FRANKLIN. I have it here some place. Here is the first telegram, to the best of my knowledge and belief, that I received from Haddock.

Senator SMITH. Read it.

Mr. FRANKLIN (reading):

VIA HALIFAX, STEAMSHIP “OLYMPIC,”  
April 15, 1912.

ISMAY, New York:

Since midnight, when her position was 41.46 north, 50.14 west, have been unable to communicate. We are now 310 miles from her, 9 a. m., under full power. Will inform you at once if we hear anything.

COMMANDER.

Senator SMITH. What reply did you make to that?

Mr. FRANKLIN. The three messages that we sent to Capt. Haddock that morning are as follows:

About 3 a. m., April 15, from 168 Gates Avenue, Brooklyn, by telephone: “Haddock, *Olympic*: Make every endeavor communicate *Titanic* and advise position and time. Reply to Ismay, New York.”

Senator SMITH. That was sent from your house?

Mr. FRANKLIN. No, sir; this was telephoned by me to the manager of our steamship department, Mr. Rodger, living in Brooklyn. I did not want to leave my telephone or communicate with anybody except the people in connection with the *Titanic*.

Senator SMITH. That was 3 a. m., Monday morning?

Mr. FRANKLIN. That was 3 a. m., Monday morning.

Senator SMITH. After the accident?

Mr. FRANKLIN. The next one was 6.05 a. m., the same day, April 15:

COMMANDER “OLYMPIC”:

Keep us fully posted regarding *Titanic*.

The next one has no hour on it; no time. April 15:

HADDOCK, *Olympic*:

Can you ascertain extent damage *Titanic*?

Those are the telegrams we sent to Capt. Haddock that morning.

Senator SMITH. All of them?

Mr. FRANKLIN. All of them, to the best of my knowledge and belief.

Senator SMITH. Have you his replies?

Mr. FRANKLIN. I read you off the first telegram. The next telegram we received from Capt. Haddock is as follows:

*Parisian* reports *Carpathia* in attendance, and picked up 20 boats of passengers, and *Baltic* returning to give assistance; position not given.

Senator SMITH. What time was that and what day?

Mr. FRANKLIN. That was received April 15.

Senator SMITH. Monday?

Mr. FRANKLIN. Monday.

Senator SMITH. What hour?

Mr. FRANKLIN. To the best of my knowledge and belief, it was around about 1 o'clock; between 12 and 1. Do you want me to read these? They are all in the evidence verbatim.

Senator SMITH. I wanted to make very sure that they contained all the communications you had with Capt. Haddock, of the *Olympic*, to him or from him.

Mr. FRANKLIN. We have made every research, and as far as I can find out in any way, or from recollection or anything else, they contain every telegram we have exchanged with Capt. Haddock, from the time of the disaster to date.

Senator SMITH. And yet, as I understand you this morning, that is the first authentic information you received of the sinking of the *Titanic*?

Mr. FRANKLIN. The first and only authentic information we received, not only of the sinking, but in connection with the *Titanic* sinking, until we got Mr. Ismay's telegram on Wednesday morning, which was to the same effect, of course.

Senator SMITH. I want to read into the record from the *Anaconda Standard*, published at Anaconda, Mont., Monday morning, April 15, 1912, the following, headed—

“ TITANIC ” STRIKES ICEBERG AND IS SINKING.

CAPE RACE, *Newfoundland*, April 15.—At 10.25 o'clock last night the steamship *Titanic* called “ S. O. S. ” and reported having struck an iceberg. The steamer said that immediate assistance was required. Half an hour afterwards an additional message said they were sinking by the head and that women were being put off in the lifeboats.

Then I skip a few unimportant facts, and this follows:

The last signals from the *Titanic* were heard by the *Virginian* at 1.37 a. m. The operator on the *Virginian* says these signals were blurred and ended abruptly.

Senator SMITH. I simply quote this newspaper announcement because it comes from the far West, and seems to give more information of a definite character than you had in your possession at that hour.

Mr. FRANKLIN. That is perfectly true, except that we had exactly that same information from various telephone communications, and Associated Press and other reports; but we had no authentic information except what I am giving you in those telegrams.

Senator SMITH. You said the other day that you had rumors——

Mr. FRANKLIN. Rumors and reports.

Senator SMITH. Rumors of this character, which were called to your attention by newspaper reporters and others that morning; but that you had no authentic information of an official character until the afternoon of Monday?

Mr. FRANKLIN. Until the afternoon, except the telegram which we have just read from Capt. Haddock, which advised that he was proceeding. All of our telegrams and all of our information were given at once to the press as received.

Senator SMITH. At 6.15 a. m., Monday, this message was sent to your Liverpool office [handing witness paper].

Mr. FRANKLIN. Shall I read it?

Senator SMITH. Please read it, giving the daté and to whom it is addressed.

Mr. FRANKLIN. April 15, sent at 6.15 a. m.:

ISMAY, *Liverpool*:

Newspaper wireless reports advise *Titanic* collision iceberg.

These are all code words.

Senator SMITH. Give us the code words. Read the code words.

Mr. FRANKLIN. I will just have to spell them out. The next word is—

Iznak 41.46 north. Joyam 50.14 west.

Women being put lifeboats; steamer *Virginian* expects reach *Titanic* 10 a. m. to-day. *Olympic Baltic* proceeding *Titanic*. We have no direct information.

Senator SMITH. Who sent that message?

Mr. FRANKLIN. I sent that message myself.

Senator SMITH. How did you get the information that the *Virginian* was going to the relief of the *Titanic* at 6.15 a. m. Monday?

Mr. FRANKLIN. I had a telephone conversation with Montreal about, I should say, half past 2 in the morning—between half past 2 and half past 3—and I gathered from that, and also from other information that we were probably receiving from other sources, that the *Virginian* was going there.

Senator SMITH. That circumstance would reveal the fact that it was rather an important matter, would it not?

Mr. FRANKLIN. My understanding is that the *Virginian* got practically the first information passed ashore regarding the *Titanic*.

Senator SMITH. I understand that, Mr. Franklin.

Mr. FRANKLIN. And she proceeded at once.

Senator SMITH. I want to know who got the first information in your company. You said you received idle rumors that she had had this accident. You considered it important enough to send to your Liverpool office advices of that character at 6.15 Monday morning?

Mr. FRANKLIN. Right, sir.

Senator SMITH. Did you consider it of sufficient importance to inform the public that this accident had occurred?

Mr. FRANKLIN. As a matter of fact, the newspapers were informing me; the newspaper reporters were in our office the entire morning, and we were giving them about every 15 or 20 minutes anything we had received, any rumors or communications of various kinds; and when our telegram came in from Capt. Haddock, we gave them the contents of that. We gave the newspapers everything we had.

Senator SMITH. I am not concerned about your giving out Capt. Haddock's information. What I am concerned about is whether

you considered that the information you had received from Montreal about half past 2 Monday morning, and which was the basis of your advices to your Liverpool offices, was of sufficient importance to have justified your announcement of the sources of your information to the public at that time?

Mr. FRANKLIN. I do not quite follow you, for this reason——

Senator SMITH. Read the question. I think I made it plain. I do not want to be too searching about it, but if it connects with other things I have in my mind, I want it down.

Mr. FRANKLIN. Quite right.

The reporter repeated the question as follows:

Senator SMITH. I am not concerned about your giving out Capt. Haddock's information. What I am concerned about is whether you considered that the information you had received from Montreal about half past 2 Monday morning, and which was the basis of your advices to your Liverpool offices, was of sufficient importance to have justified your announcement of the sources of your information to the public at that time?

Mr. FRANKLIN. The sources of my information at that time were from the press, whose representatives were in our office.

Senator SMITH. One moment. The sources of your information were in Montreal. I would like to know what sources they were?

Mr. FRANKLIN. What we did was—we got Mr. Thom——

Senator SMITH (interposing). Who is Mr. Thom?

Mr. FRANKLIN. Mr. Thom is our agent at Montreal—on the telephone, Mr. James Thom. We asked him to communicate with the Allen Line representatives, if he could get anybody, and ask them whether they had any information; that we had heard through the newspapers that the *Titanic* was in serious trouble. Mr. Thom, to the best of my knowledge and belief, called up—it must have been after 3 o'clock—and said he had gotten hold of somebody in the Allen Line office and they had similar information. Therefore, when we went to the office we told the reporters of the telephone conversation with Montreal. I told them myself.

Senator SMITH. At what hour?

Mr. FRANKLIN. I can not tell you exactly what time the reporters got there, but they were there very early. It was between 5 and 6.

Senator SMITH. What time would that be in London?

Mr. FRANKLIN. That would be in London five hours earlier.

Senator SMITH. What would be the hour?

Mr. FRANKLIN. Five hours earlier.

Senator SMITH. I ask you because you are testifying. I am not testifying. If my question seems to reveal any inability to make any deduction, I beg you to remember that I am not on oath. I want your statement in the record.

Mr. FRANKLIN. That would be between 12 and 1 o'clock in the morning.

Senator SMITH. Then your Liverpool office had this information, all the information that you made public on Monday morning, between 6 and 7 o'clock, or 5 and 6 o'clock, five hours in advance, and from you, of its publication through you here?

Mr. FRANKLIN. Well, of course, the difference in time—have I the time wrong?

Senator SMITH. Five o'clock here would be 10 o'clock in London?

Mr. FRANKLIN. Yes; there is five hours difference in the time. Now, if we understand each other, at 10 o'clock Monday morning after this accident——

Senator FLETCHER. Have you a translation of those code words?

Mr. FRANKLIN. I think we have.

Senator FLETCHER. It would be better to put the translation in.

Mr. FRANKLIN. We will give a translation of each one of those words. That is what we will do.

Senator SMITH. You are satisfied that the answer you have now made is correct?

Mr. FRANKLIN. No; we will have to correct that, because it is five hours later instead of five hours earlier in London.

Senator SMITH. What I want to show is this. Realizing we have the sun five hours later than they have—that is correct?

Mr. FRANKLIN. That is right.

Senator SMITH. I want to know what time the information you communicated to your Liverpool office was received at Liverpool. I know when it was sent from here. That is all I was trying to get at about that feature. I think you have made it plain.

Mr. FRANKLIN. I think we have made it plain, but of course I can only tell you the time we filed the message here. Whether that message went off promptly and rapidly I can not tell.

Senator SMITH. Did you receive any confirmation of its receipt at Liverpool?

Mr. FRANKLIN. No, sir.

Senator SMITH. Did you receive any message from Liverpool that indicated that they were amazed and horrified at this information that you had given them?

Mr. FRANKLIN. Yes, sir.

Senator SMITH. What did you receive?

Mr. FRANKLIN. From Liverpool April 15 [referring to memorandum].

Senator SMITH. Give the hour.

Mr. FRANKLIN. I can not give you the hour unless I can get a copy of the cable. Here are the cables we received from Liverpool. I will try to get the cable itself, and get the hour.

Sensational press messages being received concerning *Titanic*. We have nothing from her or yourselves. Telegraph immediately.

That was the telegram. Then the next telegram was this——

Senator SMITH. I want to fix the hour, and we will pause a moment while your assistants find the hour.

Senator FLETCHER. Was your cable sent in response to that or before that?

Mr. FRANKLIN. Our cable was sent without having received this at all.

Senator SMITH. You gave them the information you had from your Montreal agent about four hours after you got it?

Mr. FRANKLIN. We did not say this information was from Montreal; we said “reports.”

Senator SMITH. I understand; but you got this information from your agent in Montreal about half past 2 o'clock in the morning?

Mr. FRANKLIN. No; I said I called up Montreal about half past 2 in the morning. I had to disconnect, then, and wait until he called

me, and when he called me up and I talked over the phone it must have been half past 3.

Senator SMITH. All right; we will take that hour. You got the information from your Montreal agent at half past 3 Monday morning, and you did not communicate with Liverpool or London until 6.15 o'clock Monday morning?

Mr. FRANKLIN. That is right.

Senator SMITH. Why did you not communicate with them until 6.15 o'clock?

Mr. FRANKLIN. As far as I was concerned, I was telephoning in all directions during that time, and then was getting down to the office.

Senator SMITH. But here was a ship valued at about \$7,000,000, and filled with passengers, Britishers as well as Americans, and the chief managing director of your company was aboard the ship?

Mr. FRANKLIN. Right.

Senator SMITH. Why did you not communicate what information you had, so that they might receive it in the very early morning hours, rather than wait until 10 o'clock?

Mr. FRANKLIN. Because I was doing what I thought was best at the time, to get the best possible information, and get to the office as soon as I could, so I could cable.

Senator SMITH. I do not want you to infer that I am criticizing you, but I am asking these questions for information.

Mr. FRANKLIN. It was a question of expediency. I had no idea of sending a cable until I got to the office, and no means of doing so.

Senator SMITH. But you did give your Liverpool office the first information that it had, and the first information you had?

Mr. FRANKLIN. Yes, sir; and as quick as I could get to the office and collect what information was drifting in from the telephone and by Associated Press reports and otherwise.

Senator SMITH. I take it you did not sleep very much Sunday night after you got that telephone message from your agent in Montreal?

Mr. FRANKLIN. I spent the entire time, from 2.20 o'clock until I left the house on the telephone, and then I went to the office; and then I immediately, as promptly as we could, got off these cables and other things.

Senator SMITH. As a matter of fact, however, if that was the only cable you sent to the London or Liverpool office, you held that information you did have about three hours before you let go of it?

Mr. FRANKLIN. Well, I did not hold it in the sense of the word——

Senator SMITH. I did not mean suppressed it; no.

Mr. FRANKLIN. I did not cable Liverpool until after we got to the office, and got the offices opened and the people there to cable.

Senator SMITH. I have not seen any telegram from your London office or Liverpool office asking particularly about the safety of passengers on the *Titanic*. Have I overlooked it?

Mr. FRANKLIN. They cabled here——

We have nothing from here or yourselves. Telegraph immediately.

The object of that was to telegraph all the information we could regarding everybody.

Senator SMITH. What time was that?



Mr. FRANKLIN. This message here shows that it was received at 20 Broad Street at 5.33 a. m.

Senator SMITH. Then it was received at 20 Broad Street in New York about an hour before you sent the information to Liverpool?

Mr. FRANKLIN. Yes. But you must remember this, that until we got down to the office and sent messages to each one of the cable companies they would not deliver to us cables until a regularly appointed hour, which is about 8 o'clock. Our important cables, and the cable addressed to me, might be delivered to our representative, but it would not be delivered to the office, and no other cables would be delivered to the office until about 8 or 8.30 o'clock, and what we did is that we sent around to each cable and telegraph office that we knew was open.

Senator SMITH. Go ahead.

Mr. FRANKLIN. All that took a considerable amount of time.

Senator SMITH. Now I will ask you, with no disposition whatever to affront you, had you advised the cable offices in New York not to deliver those messages to any one but yourself?

Mr. FRANKLIN. Never.

Senator SMITH. Had you advised them to whom they might deliver them?

Mr. FRANKLIN. Never. Cables and telegrams were coming in all the time, from every source.

Senator SMITH. But they were not coming in very fast until after the cable company had a right to deliver them at 8 o'clock?

Mr. FRANKLIN. They would not, because they would not have delivered them to us.

Senator SMITH. You mean it is the custom of the cable office not to deliver messages which they receive until a certain hour of the morning?

Mr. FRANKLIN. I think if you will go to the cable management here you will find that the messages for down-town people addressed to cable addresses, which they know perfectly well what they are, are not delivered until they think the offices will be open.

Senator SMITH. Then important messages are held by the cable company to suit the convenience of business men who may not desire to be annoyed until they arrive at their offices?

Mr. FRANKLIN. I would not like to say that, Senator.

Senator SMITH. That is the effect of it?

Mr. FRANKLIN. No; I do not think that is the effect of it.

Senator SMITH. That was the effect of it on this morning, was it not?

Mr. FRANKLIN. Of course, so far as the cable companies are concerned, they would be delivering messages at our office all night if they pursued a different policy.

Senator SMITH. Oh, no; though I do not want to take issue with you on that.

Mr. FRANKLIN. The question is this. The cables are coming in from all parts of the world at all hours.

Senator SMITH. Are any of the officers or directors of the International Mercantile Marine Co., or any of its constituent companies, officers or directors of the cable company?

Mr. FRANKLIN. I am not sure. I think Mr. Waterbury is a director of some of the telegraph companies and possibly of the cable company; but I am not sure.



Senator SMITH. Any other officer or director of your company?

Mr. FRANKLIN. Not that I know of.

Senator SMITH. Mr. Morgan or Mr. Griscom?

Mr. FRANKLIN. I do not know, at all.

Senator SMITH. Mr. Steele?

Mr. FRANKLIN. Not to my knowledge.

Senator SMITH. Your answer refers to——

Mr. FRANKLIN. That is all the information I have.

Senator SMITH. Your answer refers to the telegraph companies as well as the cable companies?

Mr. FRANKLIN. Quite.

Senator SMITH. And does it refer to the wireless companies as well as the telegraph and cable companies?

Mr. FRANKLIN. It does.

Senator SMITH. Who is Mr. Waterbury?

Mr. FRANKLIN. Mr. John I. Waterbury is one of our directors. He was president of the Manhattan Trust Co. until recently. He is interested, I think, in some of the telegraph companies, but which companies and how much I have not the slightest idea.

Senator SMITH. Have you any idea how heavily he is interested in your company?

Mr. FRANKLIN. No, sir.

Senator SMITH. What office does he fill with your company?

Mr. FRANKLIN. Director.

Senator SMITH. Of the parent company?

Mr. FRANKLIN. The International Mercantile Marine Co.

Senator SMITH. Any of the constituent companies?

Mr. FRANKLIN. No, sir.

Senator SMITH. Do you know whether Mr. Ismay or any of his associates in the business organization are officers or directors of the cable, telegraph, or wireless companies?

Mr. FRANKLIN. Not to the best of my knowledge and belief.

Senator SMITH. Do you know whether Mr. Burlingham or Mr. Kirlin is an officer of the cable, telegraph, or wireless companies, or whether they are counsel for any of those companies?

Mr. FRANKLIN. Not to my knowledge. But of course they are here, and you can ask them.

Senator SMITH. So far as your observations go, Mr. Franklin, you want to be understood as saying there is no community of interest of the senior company or its constituent companies, and the telegraph, cable, or wireless companies?

Mr. FRANKLIN. Absolutely none; and we do not discriminate between any interests at all, in our business.

Senator SMITH. Have you ever given any directions to the cable offices in New York that cable messages addressed to your company or yourself shall not be delivered until 8 o'clock, or thereabouts, in the morning?

Mr. FRANKLIN. I could not reply to you definitely on that. It is purely a routine matter. We have certain people, or a certain man, set aside to receive communications during the night and on Sundays and holidays. Just exactly what cable messages would go to him, and what hour they would go to him, and when they would be delivered at the offices, and when the telegraph companies understand they are to be delivered at the offices, I do not know; I am not pre-

pared to testify, but it is a matter of detail arrangement. We called that man up that night and asked whether he had any information, and he had nothing.

Senator SMITH. How did you happen to call up Mr. Thom, of Montreal?

Mr. FRANKLIN. Because the report that I got over the telephone was that this information had reached Halifax and Montreal from the steamship *Virginian*.

Knowing that the steamship *Virginian's* agents, or the heads of the offices, lived in Montreal, and we having our own representatives in Montreal, I thought I might get some authentic information more quickly and directly by communicating with Montreal than in any other way. That is the reason I called him up.

Senator SMITH. I do not quite understand your answer to my question as to how you happened to communicate with Mr. Thom. I will detail what I understand it to be, to see if I am correct.

You say you communicated with Mr. Thom at Montreal because the steamer *Virginian's* officers lived in Montreal——

Mr. FRANKLIN (interrupting). Her owners live at Montreal.

Senator SMITH. Her owners live at Montreal, and you telephoned to Montreal about 2 o'clock Monday morning?

Mr. FRANKLIN. I would say it was after 2, Senator.

Senator SMITH. After 2 o'clock Monday morning?

Mr. FRANKLIN. Yes, sir.

Senator SMITH. But at that time you had not received any communication regarding the steamship *Virginian*? How did you know at that time that the *Virginian* was related to this matter?

Mr. FRANKLIN. The very first message or communication that I received was from the newspapers, and I then called up our dock and tried to confirm, and then called up the Associated Press offices. All these reports connected the *Virginian* with the rumor; that is, the newspapers and Associated Press offices all connected the steamship *Virginian* with the rumor that they had heard.

Senator SMITH. I understand.

Senator PERKINS. You testified yesterday that you telephoned Montreal, and that the report that was given to you by the newspapers was confirmed by Montreal.

Mr. FRANKLIN. They said that, as far as they could find out, they had the same information in Montreal. Whether our representative was able to get anything absolutely authentic up there, any more than we had, I am not prepared to state; but he confirmed my fear—that is all there was to it—that the rumor was true.

I read into the record the other day that Associated Press report that I had on my desk soon after I got to my office.

Senator SMITH. Monday morning?

Mr. FRANKLIN. Yes. I read that into the record, and I must have handed the copy to the clerk in charge.

Senator SMITH. While the chairman is looking through his papers, let me ask you where the *Virginian* was then, if you can state?

Mr. FRANKLIN. My recollection is that the *Virginian* reported that she was 170 miles from the scene of the disaster.

Senator FLETCHER. Did you make an effort to have the *Virginian* follow up the information she had and go to the relief of the *Titanic*?

Mr. FRANKLIN. Our information at that time was that the *Virginian* was proceeding as rapidly as possible to the *Titanic*.

Senator FLETCHER. Did you urge the owners of the *Virginian* to have her do that?

Mr. FRANKLIN. Our report was that she was proceeding. We did not urge the owners of the *Virginian*, but we urged our people in Halifax to do their utmost to get in touch with the *Parisian*, which we also heard was near the scene of the disaster, and also to keep us advised of any information they had.

Senator FLETCHER. Who are your people in Halifax?

Mr. FRANKLIN. A. E. Jones & Co., of Halifax.

Senator FLETCHER. How did you communicate with them?

Mr. FRANKLIN. By telegram entirely.

Senator FLETCHER. You urged them to have the *Parisian* to keep——

Mr. FRANKLIN. To keep in touch with the *Parisian*, to see if she had some information about the matter.

Senator FLETCHER. Did you get any information from Jones & Co.?

Mr. FRANKLIN. Nothing that was worth having.

Senator FLETCHER. Was there any way you could?

Mr. FRANKLIN. Here are our telegrams with Jones & Co. [indicating]. There may be a copy of it. Here is one:

7 a. m. Keep us fully advised any information you get of *Titanic*. Doing our utmost to get information.

Senator FLETCHER. Those are the 15th?

Mr. FRANKLIN. The morning of the 15th of April.

Senator FLETCHER. Was there any way you could have reached the *Virginian* through any wireless station that you could command?

Mr. FRANKLIN. No, sir; because she was proceeding as rapidly as she could to the *Titanic*.

Senator FLETCHER. Do you know if the *Virginian* was in communication with the *Carpathia*?

Mr. FRANKLIN. My recollection is that she was, but I could not testify to that. She had the information. She was one of the first ships that had the information.

Senator FLETCHER. But the *Carpathia* was nearer the *Titanic* than the *Virginian*?

Mr. FRANKLIN. Oh, yes, the *Carpathia*'s captain testified he was about 50 miles, it is my recollection, from the *Titanic*, and my understanding is that the *Virginian* was 170 miles from the *Titanic*.

We asked Halifax at 7.45 in the morning:

Is there any Government boat or large seagoing tug available to proceed to the *Titanic* if desired? Answer quickly.

We understood the others were going.

Senator FLETCHER. Do you know the distance from Halifax to where the *Titanic* sank?

Mr. FRANKLIN. Six hundred miles.

Senator SMITH. Do you or the officers of your company have any responsibility for the employment or direction of the wireless operators on your boats or on your ships?

Mr. FRANKLIN. I could not reply to that except in a general way; that is, to the effect that I do not think they have. But if anything or anybody was objectionable, I presume he would be removed.

Senator SMITH. Exactly. Do you think that it is prudent or desirable to have wireless operators, upon whom rests so much responsibility in a crisis, unofficial in their relationship to your companies?

Mr. FRANKLIN. They are not unofficial, Senator, in a certain way; that is, as regards any messages that have to be sent or received in connection with the navigation of the steamer, they are absolutely under the direction of the captain.

Senator SMITH. But you heard the testimony yesterday as to enjoining silence, and you heard the custom revealed permitting the wireless operators, Binns, Cottam, and Bride, to receive pecuniary reward for information in their possession and I would like to know if you approve that course?

Mr. FRANKLIN. I think that is rather an unfortunate course, and I think that it might possibly be an incentive for these young men to try to withhold information until they arrive with the steamer. Therefore it is an unfortunate course; but it is only human nature.

Senator SMITH. What kind of human nature is that?

Mr. FRANKLIN. That these boys, when they get ashore, will, if they sit down and give a reporter a story, expect some compensation for it. If that could be eliminated, it would be a very desirable thing to do.

Senator SMITH. Suppose your company when it installs wireless apparatus on your ships does so with the distinct understanding that you are to supply operators, making proper tests as to their efficiency and proper inquiries as to their character and obtaining proper knowledge as to their fitness for the employment—do you not think that quite desirable?

Mr. FRANKLIN. That is a matter we would have to give careful consideration to before expressing a definite opinion about, whether that would be more desirable than the present plan, because these are commercial problems; these wireless equipments are in communication with the shore and they are for the use of the public; they are not for our use exclusively. If they were for our use exclusively, a part of the ship's equipment for the ship's messages only, and for communication in case of danger or anything of that sort, then we could employ the people and regulate them absolutely.

Senator SMITH. Do you not think it is of doubtful wisdom to have any man aboard one of your ships which navigate the waters of the world, practically charged with large responsibility, who is not under your immediate control and direction?

Mr. FRANKLIN. He is under the direction and control of the captain, so far as the ship's business is concerned; but he is not, so far as messages that he might receive or send are concerned, because he could send them or receive them without anybody else knowing anything about them. But even if we had a man appointed there, one of our own men, he might do the same thing.

Senator SMITH. He might, but if he did, you could remove him?

Mr. FRANKLIN. Yes; so could Marconi.

Senator SMITH. But you could not?

Mr. FRANKLIN. I think if our commander suspected anything of that kind, and had fairly good reason for doing so, and made proper representations to the Marconi Co., he would be discharged.

Senator SMITH. Exactly; but your commander is gone, in this instance.

Mr. FRANKLIN. But you are talking about a general proposition.

Senator SMITH. I want to ask you, now, one further question on that line, whether you think it is wise to have an employee on one of your ships, in an important position, subject to the direction and control of strangers to your management and business?

Mr. FRANKLIN. If you had asked me that question before this disaster, it would have made no impression on me; but after having heard of this telegram that went out to this operator, it does then seem as if the operator should have instructions of exactly the same nature as the captain of the steamer has. In other words, when the captain leaves the port, leaves his dock, he is the master in charge, and everything is up to him. If this Marconi operator, whether he is under the control of the Marconi man, or under our control, had similar instructions under the captain, it might improve matters; it might avoid a similar occurrence, if there was anything there. I do not know.

Senator SMITH. Do you in any manner, or does the captain of the ship under your direction, fix rules and regulations for the conduct of wireless operators aboard your ships? I will be a little more definite; I mean as to the hours he shall be on duty, as to the number of times he shall visit the apparatus, as to his right to leave the operating room, and as to the person to whom he must report before absenting himself from his post?

Mr. FRANKLIN. I do not think those are fixed by the management of the ship, but the management of the ship understands about what he has to do.

Senator SMITH. In this instance, you recall that the operator, Cottam, on the *Carpathia*, said that he had no fixed hours, that he reported to no one, and was practically in the unrestricted management of that wireless station on the *Carpathia*?

Mr. FRANKLIN. He might have been, true, in a certain sense; but if the captain of the steamer found the boy was not doing his duty—the operator—he would very promptly take him to task.

Senator SMITH. I understand that; but this wireless operator, Cottam, told the committee in your hearing that he received a message which he did not even report to the captain of the *Carpathia*, because he did not deem it important; the wireless operator on the *Titanic* refused, with the telephone on his ears, to accept the warning of the steamship *Californian* for 30 minutes after communication was attempted, because he was making up his accounts. The only reason for receiving the C. Q. D. call of distress from the *Titanic* when she struck that iceberg was because this wireless operator happened to have on his head the telephone which would register the call while he was undressing to get in bed; and in five minutes he would have had that off his head and been in bed, in which event the *Carpathia* would have been in utter ignorance of this call of the *Titanic* until the operator resumed his position in the operating room. Now, I ask you whether you consider it important that operators should be employed directly by the owners of these ships, and regulations in great detail made for their conduct, in order to insure the safety of your passengers and the safety of your ships?

Mr. FRANKLIN. In reply to that, I think that you will find that these operators have certain regulations.



Senator SMITH. I understand what they are. You heard him say what they were, that they were the regulations of the Berlin Convention, with which he was familiar?

Mr. FRANKLIN. Yes.

Senator SMITH. Now, do you understand that they have any regulations outside of those?

Mr. FRANKLIN. My understanding was that the operators were supposed to stand by their instruments for certain times, where there was only one operator; but this young man the other day testified that he was largely guided by the amount of business——

Senator SMITH. And by his own judgment.

Mr. FRANKLIN. Yes; and the amount of business. Now, there is no doubt that the complete investigation of this whole thing will evolve some scheme, whether it is best for the operator to be under the jurisdiction of the Marconi Co. as to his hours, or whether he should be absolutely under the jurisdiction of the steamer; that is, as to his hours, because that is a different thing, the matter of hours, from the matter of conforming with the ship's rules. That will no doubt be a matter of careful consideration, and the best course to be pursued will, after consideration, no doubt be brought out. The steamship companies want to get as much protection from the Marconi instruments for their travelers and patrons as they can possibly get. We can see what is the best method of handling that matter only after everything is investigated.

Senator SMITH. From the testimony of Cottam, the *Carpathia* operator, we learned that he had no hours that were particularly prescribed.

Mr. FRANKLIN. Correct.

Senator SMITH. Do you not think it would be quite desirable to have a regulation that the operator should be in his operating room from 6 o'clock at night until daylight the next morning, or 6 o'clock the next morning, during the hours when people are asleep, when the vision is obscured, and when most of these calamities on the sea occur, rather than be on duty during the daytime, when all eyes of the ship's officers and passengers and crew are helpful and difficulties more easily avoided?

Mr. FRANKLIN. Yes. Of course the question—I do not know whether I can make it clear to you, but this is the point, that the Marconi instrument does not avoid difficulties; it only assists——

Senator SMITH. I understand that. I do not want you to infer that I think it is perfect.

Mr. FRANKLIN. I think I can answer your question in this way. It is a question of long distance. It is not a question of daytime or darkness. Now, no doubt this investigation will bring forth facts. The present law of the United States is that a steamer carrying passengers, when the number of passengers plus the number of the crew exceeds 50, must have a Marconi instrument and operator. You may find upon going into this matter further that it would be well for the United States to pass some law or legislation or regulation to the effect that all steamers carrying passengers must have an operator at the switchboard all the time. I do not think it is a question of night or day.

Senator SMITH. That is what I am aiming at——

Mr. FRANKLIN. I do not think it is, night or day.

Senator SMITH. You say that the Marconi apparatus is not perfect.

Mr. FRANKLIN. No; I did not say that.

Senator SMITH. What did you say?

Mr. FRANKLIN. I said the Marconi apparatus is not an aid to navigation in the way of picking up or locating anything, and therefore it is not a question of day or night.

Senator SMITH. But it managed to record a call which was responded to promptly; and as a result of that wireless message which was accidentally received the lives of about 700 people were saved.

Mr. FRANKLIN. Further than that, it has saved a great many lives during the time it has been on shipboard, and it is a very valuable assistance in the case of any disaster.

Senator SMITH. Now I am coming right to a point which I had in mind when I started. Suppose the surviving operator of the *Titanic* had been under the control of your company, and instead of failing to reply to the call of the *Californian* for 30 minutes, because he wanted to make out his accounts, he had been required to immediately respond to a call from whatsoever source, and by responding immediately that night the information received from the *Californian* might have avoided this accident entirely, do you not think that that shows the wisdom of your company controlling these men and having a little more inducement held out for competent and discreet men in these important positions?

Mr. FRANKLIN. Of course the question of the *Californian* would not have made any difference, because my recollection is that he testified that the *Californian* was simply wanting to pass an ice message to him about 5 o'clock in the afternoon, and he was passing it to the *Baltic* later, and he picked it up——

Senator SMITH. That was about 5 hours and 40 minutes before the accident occurred?

Mr. FRANKLIN. But they got that same information a half an hour later, and whether they got it half an hour earlier or later in this particular case made no difference.

Senator SMITH. No; but minutes count in such a situation.

Mr. FRANKLIN. But your point in regard to declining to receive or not receiving, or in regard to indifference in receiving, information of that kind is of course well taken.

Senator SMITH. Minutes count. You heard the testimony of the lookout?

Mr. FRANKLIN. In this particular case, the minutes did not amount to anything.

Senator SMITH. And you heard the testimony of the witness Fleet, the other lookout, that with glasses he could have avoided the iceberg and saved the ship?

Mr. FRANKLIN. I did not know that.

Senator SMITH. You heard the testimony of the wheelman, Hichens, that if he had gotten his signal to alter his course a very few seconds earlier he might have avoided that iceberg.

Mr. FRANKLIN. Of course that applies to every accident—those remarks—because he got it just the moment that the lookout got it.

Senator SMITH. Yes; but neither one of them got it in time.

Mr. FRANKLIN. No; but they got it as quickly as the human eye could get it, apparently.



Senator SMITH. But here was a half hour that the *Californian* was endeavoring to give the *Titanic* warning that she was among the icebergs.

Mr. FRANKLIN. But that was five hours and a half or three quarters before the accident.

Senator SMITH. That is just 30 minutes earlier than any other notice came to the ship, is it not?

Mr. FRANKLIN. I do not yet understand what time, if any time, this *Amerika* notice was received by the ship.

Senator SMITH. I have been unable to get that, and I have been unable to get from the officers of the *Titanic* the exact time when the message from the *Californian* was received, or whether there was any message from the *Californian* received at all. Nobody seems to know about it, at all.

Mr. FRANKLIN. The operator said he picked up the message from the *Californian* on the way from the *Californian* to the *Baltic*.

Mr. SMITH. He picked it up through the *Baltic*, just as Cottam, of the *Carpathia*, took a message from the *Titanic* to the *Frankfurt*, saying "You are a fool; keep out," when the *Frankfurt* was asking, "What is the matter?" I think the direct call ought to be responded to the moment it is made; and it ought to have been.

Mr. FRANKLIN. I think they ought to respond to every call of that kind they get; they ought to at once.

Senator SMITH. And he did not do it in this instance?

Mr. FRANKLIN. I can only refer you to his testimony; I do not know.

Senator SMITH. You heard it?

Mr. FRANKLIN. I heard it; it is a matter of record.

Senator SMITH. Now, you say you think that as the result of this inquiry some improvement may be made by congressional legislation which will have a tendency to remove some of the causes which contributed to this accident.

Mr. FRANKLIN. That, I take it, is the very important object of this investigation.

Senator SMITH. And that, I say to you, is the direct object of the investigation.

Now, you have been present all the time, and I saw you first of the officials of the White Star Co. on the dock in New York when the *Carpathia* arrived, and I want to ask you whether you have been treated with consideration and courtesy throughout the inquiry?

Mr. FRANKLIN. Well, I certainly have.

Senator SMITH. So far as you know, have the officials of your company been similarly treated?

Mr. FRANKLIN. I think they have had every courtesy and consideration. The only question is that we could like it very much if, when one of our witnesses has testified, he would be allowed to proceed home. That is a matter of expediency, of which you are the best judge.

Senator SMITH. And which I have refused to allow; I refused that permission.

Mr. FRANKLIN. You have refused permission, so far as I know.

Senator SMITH. I want you to know that that has not been done in any captious way, or for the purpose of criticizing anybody, or for the purpose of inconveniencing anybody, but because each day's proceedings bring out a little more strongly than the preceding day's

circumstances surrounding this affair; and the body which we represent would not be satisfied, and the people they represent will not be satisfied, if we do not make the inquiry thorough and painstaking. As I understand you, you have no criticism to make of the course that has been pursued?

Mr. FRANKLIN. We quite appreciate that, Senator, and we are very anxious to cooperate with you in every way. We had hoped that you would be able to proceed with the witnesses from abroad, who are anxious to get home earlier, and we have been disappointed that that has not been done. But we very thoroughly realize that you have a very important problem on your hands, and you are the best judge of how that should be proceeded with.

Senator SMITH. You will admit, Mr. Franklin, that thus far you are the only witness outside of the Britishers who have been witnesses who has been placed on the stand? I refer to and include Maj. Peuchen, of Toronto, Canada, whom I also regard as a Britisher. We have placed no one else on the stand, have we, except these officers and men?

Mr. FRANKLIN. Well, Mr. Marconi.

Senator SMITH. Mr. Marconi is a foreigner.

Mr. FRANKLIN. I have tried to make myself clear, that we realize the importance of this investigation; we realize the many matters that are being put before you on all sides; your anxiety to deal fairly with us and everybody else, and we are not wishing you to think for one moment that we are in any way, and I do not want you to think from what I say to you that we are, in any way, complaining. Do I make myself clear to you?

Senator SMITH. You do, and I am greatly obliged to you. Do you think we are holding our sessions sufficiently prolonged each day?

Mr. FRANKLIN. From my point of view, you could sit day and night; but I think from the point of view of you gentlemen and the others you are doing so.

Senator SMITH. For the present I am going to excuse you, and ask the Sergeant at Arms if Mr. Luis Klein is here?

Mr. CORNELIUS. No, sir; he is not.

Senator SMITH. Is the captain of the *Californian* here, or the captain of the *Mount Temple*?

Mr. CORNELIUS. I have seen neither one, yet.

Senator FLETCHER. I would like to ask one or two questions.

Do you know whether the *Titanic* or your company give anything in the way of extra pay, any inducements, to the officers or members of the crew of your ship for extra diligence in case of emergency, accident, distress, or anything of that sort?

Mr. FRANKLIN. That matter would be dealt with by the management of the ship, located abroad, after the arrival of the steamer. But what the company does, as a matter of fact, is this: Every officer on a steamer which has been run free from all accidents for 12 months gets a bonus—the captain and other officers. The slightest accident eliminates that bonus. Therefore it is to every officer's advantage to have his ship run absolutely free from accident.

Senator FLETCHER. What do you believe, from your experience in this business, as to whether it would be practicable to run ships in pairs across the ocean?

Mr. FRANKLIN. No; I do not think that would be at all practicable.

Senator FLETCHER. For what reason?

Mr. FRANKLIN. The ships are all of different speeds, and I think it would be an element of risk rather than otherwise, probably. It is better to have the ships separated. From a commercial and business point of view it would be a very difficult matter to work it out in the way you suggest.

Senator FLETCHER. You do not believe, then, it would be practical?

Mr. FRANKLIN. I do not believe it would be, and I do not think it would be an element of safety.

Senator FLETCHER. Or even add to the safety of the passengers, to have ships go in hailing distance of each other?

Mr. FRANKLIN. No, I do not think so. I do not think it is a practical matter.

Senator FLETCHER. Under your arrangement with the Marconi Co., did the company pay the *Titanic* for the privilege of operating its machine on the ship, or did the ship pay the Marconi Co.?

Mr. FRANKLIN. That I could not go into detail about with you, because the entire arrangement is made between the Oceanic Steam Navigation Co.—that is, the White Star Line—and the Marconi Co. in Liverpool, and it is a matter of agreement between the two companies, and we have nothing to do with it on this side of the Atlantic.

Senator SMITH. I will ask Mr. Gill, of the *Californian*, to be sworn.

### TESTIMONY OF ERNEST GILL.

The witness was duly sworn by Senator Smith.

Senator SMITH. What is your full name?

Mr. GILL. Ernest Gill.

Senator SMITH. Where do you live?

Mr. GILL. Liverpool, England.

Senator SMITH. How old are you?

Mr. GILL. Twenty-nine.

Senator SMITH. What is your business?

Mr. GILL. Second donkeyman on the steamship *Californian*.

Senator SMITH. I want to read to you the following statement and ask you whether it is true:

I, the undersigned, Ernest Gill, being employed as second donkeyman on the steamer *Californian*, Capt. Lloyd, give the following statement of the incidents of the night of Sunday, April 14:

I am 29 years of age; native of Yorkshire; single. I was making my first voyage on the *Californian*.

On the night of April 14 I was on duty from 8 p. m. until 12 in the engine room. At 11.56 I came on deck. The stars were shining brightly. It was very clear and I could see for a long distance. The ship's engines had been stopped since 10.30, and she was drifting amid floe ice. I looked over the rail on the starboard side and saw the lights of a very large steamer about 10 miles away. I could see her broad-side lights. I watched her for fully a minute. They could not have helped but see her from the bridge and lookout.

It was now 12 o'clock and I went to my cabin. I woke my mate, William Thomas. He heard the ice crunching alongside the ship and asked, "Are we in the ice?" I replied, "Yes; but it must be clear off to the starboard, for I saw a big vessel going along full speed. She looked as if she might be a big German."

I turned in, but could not sleep. In half an hour I turned out, thinking to smoke a cigarette. Because of the cargo I could not smoke 'tween decks, so I went on deck again.

I had been on deck about 10 minutes when I saw a white rocket about 10 miles away on the starboard side. I thought it must be a shooting star. In seven or eight minutes I saw distinctly a second rocket in the same place, and I said to myself, "That must be a vessel in distress."

It was not my business to notify the bridge or the lookouts; but they could not have helped but see them.

I turned in immediately after, supposing that the ship would pay attention to the rockets.

I knew no more until I was awakened at 6.40 by the chief engineer, who said, “Turn out to render assistance. The *Titanic* has gone down.”

I exclaimed and leaped from my bunk. I went on deck and found the vessel under way and proceeding full speed. She was clear of the field ice, but there were plenty of bergs about.

I went down on watch and heard the second and fourth engineers in conversation. Mr. J. C. Evans is the second and Mr. Wooten is the fourth. The second was telling the fourth that the third officer had reported rockets had gone up in his watch. I knew then that it must have been the *Titanic* I had seen.

The second engineer added that the captain had been notified by the apprentice officer, whose name, I think, is Gibson, of the rockets. The skipper had told him to Morse to the vessel in distress. Mr. Stone, the second navigating officer, was on the bridge at the time, said Mr. Evans.

I overheard Mr. Evans say that more lights had been shown and more rockets went up. Then, according to Mr. Evans, Mr. Gibson went to the captain again and reported more rockets. The skipper told him to continue to Morse until he got a reply. No reply was received.

The next remark I heard the second pass was, “Why in the devil they didn’t wake the wireless man up?” The entire crew of the steamer have been talking among themselves about the disregard of the rockets. I personally urged several to join me in protesting against the conduct of the captain, but they refused, because they feared to lose their jobs.

A day or two before the ship reached port the skipper called the quartermaster, who was on duty at the time the rockets were discharged, into his cabin. They were in conversation about three-quarters of an hour. The quartermaster declared that he did not see the rockets.

I am quite sure that the *Californian* was less than 20 miles from the *Titanic*, which the officers report to have been our position. I could not have seen her if she had been more than 10 miles distant, and I saw her very plainly.

I have no ill will toward the captain or any officer of the ship, and I am losing a profitable berth by making this statement. I am actuated by the desire that no captain who refuses or neglects to give aid to a vessel in distress should be able to hush up the men.

ERNEST GILL.

Sworn and subscribed to before me this 24th day of April, 1912.

SAMUEL PUTNAM, *Notary Public*.

I will ask you, witness, whether this statement is true?

Mr. GILL. Yes, sir; that is correct.

Senator FLETCHER. What direction was the *Californian* going?

Mr. GILL. We were headed for Boston, sir.

Senator FLETCHER. In what direction were the rockets from the *Californian* when you first saw them?

Mr. GILL. On the starboard side, forward.

Senator FLETCHER. Was the *Californian* passed by the *Titanic*, her course being the same as the *Titanic*’s course was originally?

Mr. GILL. I think she must have passed the *Titanic*. The *Titanic* must have passed us first, because we were floating, and that would take a lot out of our way. We were a slower boat.

Senator FLETCHER. After the *Titanic* struck the iceberg did the *Californian* pass by the *Titanic*?

Mr. GILL. The only way I can account for this, we were stopped in the ocean, and it is not natural for a ship to keep her head one way all the time. She must have been drifting.

Senator FLETCHER. How long after the rockets were sent up was it before the *Californian* got under steam and proceeded?

Mr. GILL. I do not know what time she got under way, sir. It was somewhere about 5 o’clock, or in the vicinity of 5 o’clock.

Senator FLETCHER. Was that about daylight ?

Mr. GILL. Yes, sir.

Senator FLETCHER. Up to about that time the *Californian* was drifting ?

Mr. GILL. Yes, sir; with her engines stopped.

Senator FLETCHER. And you saw the rockets along about 2 o'clock, or before 2 ?

Mr. GILL. About 12.30; at one bell, sir.

Senator FLETCHER. About 12.30 you began first to see the rockets ?

Mr. GILL. Yes, sir; at first, when I saw it it was not very plain.

Senator FLETCHER. Off on your starboard bow ?

Mr. GILL. Yes, sir.

Senator FLETCHER. What kind of rockets were they ? What did they look like ?

Mr. GILL. They looked to me to be pale blue, or white.

Senator FLETCHER. Which, pale blue or white ?

Mr. GILL. It would be apt to be a very clear blue; I would catch it when it was dying. I did not catch the exact tint, but I reckon it was white.

Senator FLETCHER. Did it look as if the rocket had been sent up and the explosion had taken place in the air and the stars spangled out ?

Mr. GILL. Yes, sir; the stars spangled out. I could not say about the stars. I say, I caught the tail end of the rocket.

Senator FLETCHER. Did you see any lights on the steamer where the rockets were sent up ?

Mr. GILL. No, sir; no sign of the steamer at the time.

Senator FLETCHER. You could not see any lights at all ?

Mr. GILL. No, sir.

Senator FLETCHER. You did not see any Morsing from that steamer ?

Mr. GILL. No, sir.

Senator FLETCHER. Did you hear any noise; escaping steam or anything of that sort ?

Mr. GILL. No, sir.

Senator FLETCHER. There was not much noise on the *Californian* at that time ?

Mr. GILL. No, sir; not much noise on the ship.

Senator FLETCHER. What sort of a night was it ?

Mr. GILL. It was a fine night.

Senator FLETCHER. No fog ?

Mr. GILL. No, sir; a clear night; a very clear night.

Senator FLETCHER. You estimate that the rockets went up not over 20 miles away from the *Californian* ?

Mr. GILL. It could not be 20 miles away, sir. I could not see 20 miles away. I seen the ship, and she had not had time to get 20 miles away by the time I got on deck again.

Senator FLETCHER. As I understand, you never did see the ship, did you ?

Mr. GILL. No, sir; not without the one I seen, the big ship, that I told my mate was a German boat—not without that was the ship in question, the *Titanic*.

Senator FLETCHER. You think it may have been the *Titanic* ?



Mr. GILL. Yes, sir. I am of the general opinion that the crew is, that she was the *Titanic*.

Senator FLETCHER. When did you first see her?

Mr. GILL. At four minutes after 12, exactly.

Senator FLETCHER. How do you know that?

Mr. GILL. Because at five minutes to 12 I was working with the fourth engineer at a pump that kicked, that would not work, and while we were interested in our work we forgot the time; and I looked up, and I said, “It is five minutes to 12. I haven’t called my mate, Mr. Wooten. I will go call him.” And I got to the ladder to climb out of the engine room and get on deck. That taken me one minute, to get up there.

Senator FLETCHER. Was this ship moving at that time?

Mr. GILL. I did not take particular notice of it, sir, with the rushing to call my mate. I went along the deck. It taken me about a minute, going along the deck, to get to the hatch I had to go down, and I could see her as I walked along the deck. Suppose I am going forward, now; I could see her over there [indicating], a big ship, and a couple of rows of lights; so that I knew it was not any small craft. It was no tramp. I did not suppose it would be a “Star” boat. I reckoned she must be a German boat. So I dived down the hatch, and as I turned around in the hatch I could not see her, so you can guess the latitude she was in. As I stood on the hatch, with my back turned, I could not see the ship. Then I went and called my mate, and that is the last I saw of it.

Senator FLETCHER. How long after that was it before you saw the rockets go up?

Mr. GILL. About 35 minutes, sir; a little over half an hour.

Senator FLETCHER. Did you observe the rockets go up in the direction this ship was as you first saw her, from where the *Californian* was?

Mr. GILL. It was more abeam, sir; more broadside of the ship.

Senator FLETCHER. In the meantime the *Californian*, as I understand, was drifting?

Mr. GILL. Yes, sir.

Senator FLETCHER. She was not under way at all?

Mr. GILL. No, sir.

Senator FLETCHER. Was the ship too far away, when you saw the rockets going up, for you to see the lights on her?

Mr. GILL. Yes, sir; no sign of the ship.

Senator FLETCHER. What time was it when you heard these officers discussing this matter that was mentioned in this statement?

Mr. GILL. Twenty minutes past 8 on Monday morning.

Senator FLETCHER. Have you been discharged or dismissed by the *Californian*?

Mr. GILL. No, sir. I belong to the ship now.

Senator SMITH. Mr. Gill, did you ever see the North German-Lloyd ship *Frankfurt*?

Mr. GILL. No, sir.

Senator SMITH. You did not see it that night or day?

Mr. GILL. No, sir.

Senator SMITH. What made you think that this ship you saw, or thought you saw, was a German ship?

Mr. GILL. Because the German ship would be heading to New York at about that time.

Senator SMITH. Heading for New York?

Mr. GILL. Or from New York. It is in that vicinity we meet those boats.

Senator SMITH. I think that is all. You may be excused; but hold yourself subject to the committee's orders.

I made a statement a little while ago, and received one from Mr. Franklin [reading]:

LONDON, April 26, 1912—Rp. 15.

Senator SMITH,  
Chairman Titanic Inquiry, Washington:

Complaints here British subjects not receiving sufficient consideration in inquiry. Greatly appreciate assurance denying this.

REYNOLDS NEWSPAPER, LONDON.

I do not think this calls for any denial upon my part. The chief representative of the company whose officials and employees are the only British subjects here, has said more than it would be proper for any member of the subcommittee to say, and I rest upon that statement.

We will now take a recess until 3 o'clock.

Thereupon, at 1.20 o'clock p. m., a recess was taken until 3 o'clock p. m.

#### AFTER RECESS.

The committee met at 3 o'clock p. m., pursuant to the taking of recess.

Senator SMITH. I want the reporter to put into the record the following note:

Note by the navy-yard operator. *Carpathia* would at no time acknowledge receipt of a message from Navy ships or stations. This station called them at 5.30 p. m., 4-18-12, when she was trying to get into communication with New York stations, but her operator refused to take any assistance from us. This was the only station she could work at that time, as no other station could hear her.

YOUNG,  
Operator, U. S. Wireless Station,  
Navy Yard, New York.

Let that be marked for identification.

The note referred to was marked "Exhibit H. H. P. No. 1, April 26, 1912.

#### TESTIMONY OF CAPT. STANLEY LORD.

The witness was sworn by the chairman.

Senator SMITH. What is your full name and where do you reside?

Mr. LORD. Stanley Lord, Liverpool, England.

Senator SMITH. What age are you, Captain?

Mr. LORD. Thirty-five, sir.

Senator SMITH. What is your business?

Mr. LORD. Master mariner.

Senator SMITH. How long have you been a mariner?

Mr. LORD. Twenty years.

Senator SMITH. In what ships have you sailed?

Mr. LORD. As master?

Senator SMITH. As master.



Mr. LORD. The *Antillian*, the *Louisianian*, the *William Cliff*, and the *Californian*.

Capt. SMITH. Where were you in your ship on the 14th day of April last?

Mr. LORD. At what time?

Senator SMITH. At 6 o'clock in the morning of that day?

Mr. LORD. On the 14th of April at 6 o'clock we have not got it down here, sir. [Witness looking at a book, afterwards identified as the log of the *Californian*.] I can give it to you at 9.40 o'clock and at noon.

Senator SMITH. Give it to me at 9.40.

Mr. LORD. 42, 47.

Senator SMITH. A little more specifically, please.

Mr. LORD. 42 north and 47 west.

Senator SMITH. Are you reading from the log of the *Californian*?

Mr. LORD. The *Californian*; the ship's log, yes.

Senator SMITH. Where were you when you made the next entry in the log?

Mr. LORD. As to position?

Senator SMITH. Yes, sir.

Mr. LORD. 42, 5, and 57.

Senator SMITH. At what time?

Mr. LORD. 10.21 o'clock.

Senator SMITH. The same date?

Mr. LORD. The same date, the 14th of April.

Senator SMITH. What other entries have you in the log, of your position on that date?

Mr. LORD. At 6.30.

Senator SMITH. 6.30 p. m.?

Mr. LORD. Yes; we had,  $42^{\circ} 5'$  and  $49^{\circ} 10'$ , as having passed two large icebergs.

Senator SMITH. What is the next entry?

Mr. LORD. There is no position given there. The next entry was 7.15 o'clock. "Passed one large iceberg, and two more in sight to the southward."

Senator SMITH. Where were you at that time?

Mr. LORD. No position entered here, sir.

Senator SMITH. Did you attempt to communicate with the vessel *Titanic* on Sunday?

Mr. LORD. Yes, sir.

Senator SMITH. At what time of the day?

Mr. LORD. Ten minutes to 11.

Senator SMITH. A. m.?

Mr. LORD. P. m.

Senator SMITH. That is ship's time?

Mr. LORD. At the ship's time for  $47^{\circ} 25'$  longitude.

Senator BURTON. That was of longitude  $47^{\circ} 25'$  west?

Mr. LORD. Yes, sir.

Senator SMITH. What was that communication?

Mr. LORD. We told them we were stopped and surrounded by ice.

Senator SMITH. Did the *Titanic* acknowledge that message?

Mr. LORD. Yes, sir; I believe he told the operator he had read it, and told him to shut up, or stand by, or something; that he was busy.

Senator BOURNE. That was the *Titanic's* reply?

Mr. LORD. Yes, sir.

Senator SMITH. Did you have further communication with the *Titanic*?

Mr. LORD. Not at all, sir.

Senator SMITH. Did the *Titanic* have further communication with you?

Mr. LORD. No, sir.

Senator SMITH. Do you know the *Titanic's* position on the sea when she sank?

Mr. LORD. I know the position given to me by the *Virginian* as the position where she struck an iceberg,  $41^{\circ} 56'$  and  $50^{\circ} 14'$ .

Senator SMITH. Figuring from the *Titanic's* position at the time she went down and your position at the time you sent this warning to the *Titanic*, how far were these vessels from one another?

Mr. LORD. From the position we stopped in to the position at which the *Titanic* is supposed to have hit the iceberg,  $19\frac{1}{2}$  to  $19\frac{3}{4}$  miles; south 16 west, sir, was the course.

Senator SMITH. Did the *Titanic* operator answer at once the message sent by you?

Mr. LORD. I believe he did.

Senator SMITH. This was at 11 o'clock and how many minutes?

Senator BURTON. 10.50, he said.

Mr. LORD. About 11, approximately.

Senator SMITH. About 11?

Mr. LORD. Yes; approximately.

Senator SMITH. Do you know what time the *Titanic* sent out this C. Q. D. call?

Mr. LORD. No, sir; I do not.

Senator SMITH. Did the *Californian* receive that call?

Mr. LORD. No, sir.

Senator SMITH. Either from the *Titanic* or any other ship?

Mr. LORD. We got it from the *Virginian*.

Senator SMITH. What time did you receive it?

Mr. LORD. Six o'clock, sir.

Senator SMITH. A. m.?

Mr. LORD. A. m., on the 15th.

Senator SMITH. What is the average speed of the steamship *Californian* under fair conditions?

Mr. LORD. It would depend upon the consumption of coal.

Senator SMITH. What speed do you attempt to make?

Mr. LORD. On our present consumption we average 11 in fine weather.

Senator SMITH. Eleven in fine weather?

Mr. LORD. On our consumption at present.

Senator SMITH. In case of distress, I suppose it would be possible for you to exceed that considerably.

Mr. LORD. Oh, we made 13 and  $13\frac{1}{2}$  the day we were going down to the *Titanic*.

Senator SMITH. Were you under full speed then?

Mr. LORD. We were driving all we could.

Senator SMITH. When you notified the *Titanic* that you were in the ice, how much ice were you in?

Mr. LORD. Well, we were surrounded by a lot of loose ice, and we were about a quarter of a mile off the edge of the field.

Senator SMITH. Were there any icebergs in view?

Mr. LORD. No; I could not see that; not then.

Senator SMITH. This ice that you were in was field ice?

Mr. LORD. Field ice.

Senator SMITH. And how large an area, in your judgment, would it cover?

Mr. LORD. Well, my judgment was from what I saw the next day; not what I saw that night.

Senator SMITH. Exactly; but how large an area would it cover the next morning?

Mr. LORD. I suppose about 25 miles long and from 1 to 2 miles wide.

Senator SMITH. How badly were you interfered with by the ice on Sunday evening?

Mr. LORD. How were we interfered with?

Senator SMITH. Yes.

Mr. LORD. We stopped altogether.

Senator SMITH. What did you stop for?

Mr. LORD. So we would not run over the top of it.

Senator SMITH. You stopped your ship so that you might avoid the ice?

Mr. LORD. To avoid the ice.

Senator SMITH. And did you avoid it?

Mr. LORD. I did.

Senator SMITH. When did you notify the *Titanic* of your condition? What was your purpose?

Mr. LORD. It was just a matter of courtesy. I thought he would be a long way from where we were. I did not think he was anywhere near the ice. By rights, he ought to have been 18 or 19 miles to the southward of where I was. I never thought the ice was stretching that far down.

Senator SMITH. You gave him this information?

Mr. LORD. Just as a matter of courtesy. We always pass the news around when we get hold of anything like that.

Senator SMITH. You knew it would not do any harm and might do them some good?

Mr. LORD. Yes. I did not know where he was; I had no idea where he was—I mean the distance he was away from me.

Senator SMITH. Capt. Lord, for the purpose of making it a little clearer, what did you say your position was at 10.50 p. m. Sunday, April 14?

Mr. LORD. I did not say at all.

Senator SMITH. Will you state?

Mr. LORD. It was the same position I was in when I stopped at 10.21, and that I gave you before as  $42^{\circ} 5'$  and  $50^{\circ} 7'$ .

Senator SMITH. You had stopped, and your position did not change?

Mr. LORD. No.

Senator SMITH. Substantially, for how long a time?

Mr. LORD. We moved the engines first at 5.15 on the 15th of April, full ahead.

Senator SMITH. Do you know anything regarding the *Titanic* disaster, of your own knowledge? Did you see the ship on Sunday?

Mr. LORD. No, sir.

Senator SMITH. Or any signals from her?

Mr. LORD. Not from the *Titanic*.

Senator SMITH. Was the *Titanic* beyond your range of vision?

Mr. LORD. I should think so; 19½ or 20 miles away.

Senator SMITH. How long did it take you to reach the scene of the accident, from the time you steamed up and got under way Monday morning?

Mr. LORD. From the time we received the message of the *Titanic's* position?

Senator SMITH. Yes.

Mr. LORD (reading):

Six o'clock, proceeded slow, pushing through the thick ice.

I will read this from the log book.

Six o'clock, proceeded slow, pushing through the thick ice.

6.20, clear of thickest of ice; proceeded full speed, pushing the ice.

8.30, stopped close to steamship *Carpathia*.

Senator SMITH. Was the *Carpathia* at that time at the scene of the wreck?

Mr. LORD. Yes, sir; she was taking the last of the people out of the boats.

Senator SMITH. Then from 6 o'clock in the morning you were under steam in the direction of the *Titanic* for two and one-half hours?

Mr. LORD. Yes, sir.

Senator SMITH. When you pulled alongside the *Carpathia*?

Mr. LORD. Yes, sir.

Senator SMITH. At the scene of the wreck?

Mr. LORD. Yes, sir.

Senator SMITH. Do you know the *Carpathia's* position when she received the distress call from the *Titanic*?

Mr. LORD. No, sir.

Senator SMITH. In speed, how does the *Californian* compare with the *Carpathia*?

Mr. LORD. I do not know anything about the *Carpathia*.

Senator SMITH. I would like to ask you, Capt. Lord, to tell the committee what kind of watch you kept on Sunday night after the engines stopped. Did you keep an unusual lookout on duty?

Mr. LORD. No; not after we stopped the engines.

Senator SMITH. Did you, up to the time you stopped?

Mr. LORD. Yes.

Senator SMITH. Tell the committee of what that consisted.

Mr. LORD. We doubled the lookout from the crew, put a man on the fore-castle head—that is, right at the bow of the ship—and I was on the bridge myself with an officer, which I would not have been under ordinary conditions.

Senator SMITH. What time did you increase the watch?

Mr. LORD. When it got dark that night.

Senator SMITH. As soon as it got dark?

Mr. LORD. About 8 o'clock. I went on the bridge at 8 o'clock.

Senator SMITH. And you remained on the bridge how long?

Mr. LORD. Until half past 10.

Senator SMITH. And this increased watch was maintained during all that time?

Mr. LORD. Until half past 10.

Senator SMITH. You thought that was necessary in your situation at that time?

Mr. LORD. Well, we had had a report of this ice three or four days before, so we were just taking the extra precautions.

Senator SMITH. You had had reports of this ice?

Mr. LORD. Yes, sir.

Senator SMITH. Two or three days before?

Mr. LORD. Yes.

Senator SMITH. From whom had you received those reports?

Mr. LORD. From Capt. Barr, of the *Coronian*, on the 13th of April. That was the day before.

Senator SMITH. From whom?

Mr. LORD. From Capt. Barr.

Senator SMITH. What further advice?

Mr. LORD. Would you like to see the log?

Senator SMITH. No; I want you to read that into the record, if you please.

Mr. LORD. From *Coronian* to captain *Californian*:

“Westbound steamers report bergs, growlers, and field ice 42° north from 40° 51' west, April 12.

BARR.

Senator SMITH. Can you file those copies?

Mr. LORD. This is the only one I have.

Senator SMITH. That gives the date?

Mr. LORD. The 13th of April, 4.35 p. m., New York time.

Senator SMITH. What was the next warning?

Mr. LORD. The next warning was when I saw it myself at half-past 6, I think. I do not remember any others. There may have been something. No, sir; I mistake. We had the *Parisian*; we were talking with the *Parisian*, who was some distance ahead of us, and I was asking if he had seen any ice, and to let me know, as he was so far ahead, before dark came on; and he gave me reports.

On the 14th of April—shall I read?

Senator SMITH. Yes.

Mr. LORD. “14th April,” no time given; “41° 55', 49° 14', passed three large icebergs.” Not signed; no name to it.

Senator SMITH. You know from whom it came?

Mr. LORD. It was from the *Parisian*.

Here is another one we had some time before, on the 9th of April, from the *New Amsterdam*:

To “CALIFORNIAN”:

Ice field reported April 4th in 43° 20' north, 49° longitude, extending as far to north-northeast as horizon is visible.

M. H. B.

Those are the letters of the ship.

Senator BURTON. What is the date when you received that?

Mr. LORD. The 9th of April.

This is from one operator to another operator, what was known as a service message. It was not addressed to me.

Senator SMITH. Where did you sail from on that voyage?

Mr. LORD. London.

Senator SMITH. Bound for Boston?

Mr. LORD. Boston; yes, sir.

Senator SMITH. Will you please give the Greenwich time of your wireless message as to ice, sent to the *Titanic*?

Mr. LORD. Not the Greenwich time; I can give you the New York time. The New York time is what the wireless messages are all dated. Will that do?

Senator SMITH. Yes.

Mr. LORD. Do you mean the last message?

Senator SMITH. No; the message you sent to the *Titanic*.

Mr. LORD. I only sent one straight to the *Titanic*.

Senator SMITH. I understand; the message you sent to the *Titanic* at 11 o'clock on Sunday night.

Mr. LORD. That would be 9.05 or 9.10. There is an hour and fifty minutes time between New York and my noon position on the 14th.

Senator SMITH. Captain, does your log show the condition of the weather on Sunday?

Mr. LORD. Yes.

Senator SMITH. Will you please give us the condition of the weather at the earliest time you have it recorded and the latest time you have it recorded on Sunday?

Mr. LORD (reading from book). Four a. m., fresh wind, rough and westerly; sky overcast and heavy shore showers.

Senator SMITH. The next?

Mr. LORD. Eight a. m., moderate wind, and sea overcast; clear weather. Noon, fresh wind; moderate sea; clear weather. Four p. m., moderate wind; smooth sea. Eight p. m., light wind; small swell; clear weather. Midnight, calm, and smooth sea; clear weather; ship surrounded by ice.

Senator SMITH. Does the log indicate the direction of that wind?

Mr. LORD. The hour 11 to 12, was calm; no wind at all. Previous to that, in the early morning it was west-northwest and north-northwest; and after noon, until 10 o'clock, it was north.

Senator SMITH. Can you give us the temperature of the water and the air on Sunday between those hours you have just mentioned?

Mr. LORD. I can give it to you from memory; there is no mention of it here.

Senator SMITH. No mention of it in the log?

Mr. LORD. No.

Senator SMITH. Is it customary to record the temperature of the air and water in the log?

Mr. LORD. Not in our log book.

Senator SMITH. Can you give it to me from memory?

Mr. LORD. Yes.

Senator SMITH. Please do so.

Mr. LORD. At half past 10 it was 27—the water at night; the air was 30.

Senator SMITH. Did that indicate, in your mind, anything in particular? I mean by that, did it indicate in itself the presence of ice?

Mr. LORD. I was surrounded by ice.

Senator SMITH. Or proximity to ice? I understand; but I want to know whether the temperature of the water and air indicates proximity to ice at this time of the year in the North Atlantic Ocean?

Mr. LORD. I suppose it would, if you were close enough. But in the Arctic current you always get cold water, even if there is not any ice. I always take the temperature of the water in a fog about every 5 or 10 minutes, if we are anywhere near the ice track. But, still, if we got the Arctic current, we would have very cold water, but if we got within half a mile of an iceberg, I suppose it would not drop more than another degree or two degrees.

Senator SMITH. Will you tell the committee how you determine for yourself proximity to ice, or icebergs?

Mr. LORD. In clear weather, sir?

Senator SMITH. Yes; that is, you mean day?

Mr. LORD. Day or night.

Senator SMITH. Yes.

Mr. LORD. With my own eyesight.

Senator SMITH. In the day?

Mr. LORD. Or night.

Senator SMITH. Are there any tests or precautions that may be taken, other than by vision, to determine proximity to ice?

Mr. LORD. Not in clear weather.

Senator SMITH. How about foggy weather?

Mr. LORD. I have not a great deal of experience in ice. This is my first experience amongst an ice field. Previous to this I have seen small bergs, in the North Atlantic, only. I have seen any amount of it around Cape Horn, but that was when I was in a sailing ship.

Senator SMITH. Have you ever heard of the steam whistle being used for the purpose of detecting proximity to ice?

Mr. LORD. By the echo?

Senator SMITH. Yes.

Mr. LORD. I have read of it, but I have never heard of anyone doing it.

Senator SMITH. And you have never tried it yourself?

Mr. LORD. No.

Senator SMITH. Have you ever heard of the natural explosions of icebergs, which, in themselves, might constitute a warning?

Mr. LORD. Yes; I think I have heard about ice breaking adrift.

Senator SMITH. Have you ever experienced such a thing?

Mr. LORD. No; I have had very little experience with ice.

Senator SMITH. Would glasses in the hands of the lookout be of any assistance in determining proximity to ice?

Mr. LORD. No, I should not think so. I would never think of giving a man in the lookout a pair of glasses.

Senator SMITH. And have never done so?

Mr. LORD. I did, once. I do not think I will ever again.

Senator SMITH. When did you do it?

Mr. LORD. The morning I was looking for the *Titanic*, I gave a pair to the lookout. I pulled a man up to the main truck in a coal basket when I heard of it, so he would have a good view around, and gave him a pair of glasses.

Senator SMITH. Let us understand each other. That was at the time when you were increasing your vigilance?

Mr. LORD. Yes, sir.

Senator SMITH. And when you had sent an additional lookout to the crow's nest?



Mr. LORD. No; I pulled him up to the main truck, which is about 30 feet higher than the crow's nest; pulled him up in a coal basket.

Senator SMITH. When you did that, you gave him glasses?

Mr. LORD. Gave him glasses.

Senator SMITH. Of course, that was in daylight?

Mr. LORD. Oh, yes.

Senator SMITH. And that is the only time you ever used glasses in the crow's nest?

Mr. LORD. The first time I ever heard of it.

Senator SMITH. Let me ask, where did you get these glasses that you gave to that extra lookout that morning?

Mr. LORD. I took them off the bridge; a spare pair that were on the bridge.

Senator SMITH. You have glasses on the bridge for your own use?

Mr. LORD. Yes.

Senator SMITH. And yet you have no glasses in the crow's nest for the use of the lookout?

Mr. LORD. No.

Senator SMITH. Do you know what vision tests are made of the lookout men before they are placed in position?

Mr. LORD. No; I believe the doctors who examine them before they are allowed to sign articles test their eyesight. I do not know; I have never been there when their examination was going on.

Senator SMITH. You would not think it desirable to employ a lookout whose vision was impaired, would you?

Mr. LORD. If we found a man who could not see very well, we would not let him go on the lookout. We very soon find that out.

Senator SMITH. His position on the masthead is supposed to be the best point for observation on the ship, is it not?

Mr. LORD. Well, in clear weather it is.

Senator SMITH. If you had received the C. Q. D. call of distress from the *Titanic* Sunday evening after your communication with the *Titanic*, how long, under the conditions which surrounded you, would it have taken you to have reached the scene of that catastrophe?

Mr. LORD. At the very least, two hours.

Senator SMITH. Two hours?

Mr. LORD. At the very least, the way the ice was packed around us, and it being nighttime.

Senator SMITH. Do you know how long it took for the *Carpathia* to reach the scene of the accident from the time the C. Q. D. call was received by Capt. Rostron?

Mr. LORD. Only from what I have read in the paper.

Senator SMITH. You have no knowledge of your own on that?

Mr. LORD. No, sir.

Senator SMITH. Capt. Rostron told you nothing?

Mr. LORD. Oh, no. I asked him the particulars of the accident; that was all.

Senator SMITH. It took the *Carpathia* about four hours to reach the scene of the *Titanic's* accident, after they received word.

Mr. LORD. So I understand.

Senator SMITH. Do you know from your log, or from any other source that you deem accurate, the position of the *Carpathia* when she received the C. Q. D. call?

Mr. LORD. No, sir.

Senator SMITH. You were about 20 miles away?

Mr. LORD. Nineteen and one-half to twenty miles from the position given me by the *Titanic*.

Senator SMITH. At the hour the *Titanic* sank.

Mr. LORD. We were 19½ to 20 miles away.

Senator SMITH. And the *Carthia* was 53 miles away?

Mr. LORD. Yes, sir.

Senator SMITH. How long after the *Carthia* reached the scene of this accident did you reach the scene?

Mr. LORD. Well, I don't know what time we got there.

Senator SMITH. Had the lifeboats, with their passengers, been picked up and taken aboard the *Carthia*?

Mr. LORD. I think he was taking the last boat up when I got there.

Senator SMITH. Did you see any of the wreckage when you got there?

Mr. LORD. Yes, sir.

Senator SMITH. Tell the committee what you saw?

Mr. LORD. I saw several empty boats, some floating planks, a few deck chairs, and cushions; but considering the size of the disaster, there was very little wreckage. It seemed more like an old fishing boat that had sunk.

Senator SMITH. Did you see any life preservers?

Mr. LORD. A few life belts floating around.

Senator SMITH. Did you see any persons, dead or alive?

Mr. LORD. No, sir.

Senator SMITH. How long did you remain in the vicinity of the wreck?

Mr. LORD (looking at the log). Eleven twenty we proceeded on our course.

Senator SMITH. And you reached there at what hour?

Mr. LORD. At 8.30, sir.

Senator SMITH. During that time what did you do?

Mr. LORD. I talked to the *Carthia* until 9 o'clock. Then he left. Then we went full speed in circles over a radius—that is, I took a big circle and then came around and around and got back to the boats again, where I had left them.

Senator SMITH. That was all you saw?

Mr. LORD. Yes, sir.

Senator SMITH. What you have described is all you saw?

Mr. LORD. Yes, sir.

Senator SMITH. I will ask you whether you saw any icebergs while you were making that circle?

Mr. LORD. I was practically surrounded by icebergs.

Senator SMITH. How large were they?

Mr. LORD. The ones way to the southeast were much larger than the ones to the westward.

Senator SMITH. How large was the largest, in your judgment, above the water?

Mr. LORD. I suppose the largest was about 150 feet—100 to 150 feet.

Senator SMITH. No one has described the length or width of any of these icebergs that were seen about the place of this wreck. I do not know how accurately you could give us this information, but you say that one was approximately 100 feet high?

Mr. LORD. That is, the farthest away, the most easterly ones, the largest ones. The ones to the westward were not very high, and they were mixed up with field ice.

Senator SMITH. How high was that iceberg above water?

Mr. LORD. The big one I am speaking of?

Senator SMITH. Yes.

Mr. LORD. I suppose about 100 feet.

Senator SMITH. How wide was it?

Mr. LORD. I would not like to say the width. I could give you an approximate idea of the width.

Senator SMITH. That was all I asked.

Mr. LORD. 700 or 800 feet, it seemed to be. It was a long way off. That seemed to be the biggest one.

Senator SMITH. Have you ever seen the *Titanic*?

Mr. LORD. Never.

Senator SMITH. Have you ever seen the *Olympic*?

Mr. LORD. Only at a distance; about 5 miles away.

Senator SMITH. How much larger than the *Olympic* would that iceberg be; have you any idea?

Mr. LORD. No, sir.

Senator SMITH. As a matter of fact, it would be larger than the *Titanic* if it was as large as you suggest, would it not?

Mr. LORD. I do not know the length of the *Titanic*.

Senator SMITH. How long was the *Titanic*, Mr. Franklin?

Mr. FRANKLIN. 882½ feet.

Senator SMITH. And it was 70 feet above the water?

Mr. FRANKLIN. Yes; and 92 feet beam.

Senator SMITH. The *Titanic* was 70 feet above the water and 882½ feet long. Now, from what you know of an iceberg in the north Atlantic, or any place else, what proportion of the iceberg is submerged and what proportion out of the water?

Mr. LORD. I only tell you what I saw that morning when we were at the mouth of the field. They were not really bergs, but they were big chunks of ice, and I suppose they were about 2 feet above water, when we were driving along toward the *Titanic*, and we would probably get to the corner of one of them and turn it over, and probably see about 10 or 11 feet to it, and I could not see any end to it.

Senator SMITH. From your observation or study as a mariner, familiar with the sea, do you know of any rule by which you may determine the proportion of an iceberg under water?

Mr. LORD. No. I have always heard it was seven-eighths, but I do not know any rule.

Senator SMITH. That is, if 100 feet of an iceberg protruded above the water, there would be 700 feet of the same iceberg below the surface of the water?

Mr. LORD. So I understand; yes, sir.

Senator SMITH. My colleague suggests that I qualify that question a trifle by adding “in bulk,” which I will do, in order to be accurate. What was the color of this largest iceberg, as you saw it on Monday morning?

Mr. LORD. It looked to me to be white from where we were. Of course, the sun was shining on it then.

Senator SMITH. Do they usually show white when the sun shines on them?

Mr. LORD. When the sun shines on them they show white, usually; yes.

Senator SMITH. Do they at any time show black?

Mr. LORD. I suppose they would at night; not exactly black, but a grayish, a less distinguishable color than white.

Senator SMITH. Blue?

Mr. LORD. I should imagine it would be gray when the sun was not shining on them.

Senator SMITH. I do not want to seem to be impertinent, Captain, and hope you will not so regard it, but the question arose this morning as to whether there had been any attempt on the part of anyone to prevent you from responding to the Senate's request?

Mr. LORD. I do not think so. I applied for permission as soon as the marshal served me with the notice. I applied to the local manager for permission, or rather the assistant local manager. I could not get the manager. He said he would inquire from the manager. That is all I know about it.

Senator SMITH. The *Californian*, of which you are commander, belongs to what line?

Mr. LORD. The Leyland Line.

Senator SMITH. The Leyland Line is a member or part of the International Mercantile Marine Co., is it not?

Mr. LORD. I believe it is; yes.

Senator SMITH. And is represented in this country by Mr. Franklin?

Mr. LORD. So I understand; yes.

Senator SMITH. And in England by Mr. Ismay?

Mr. LORD. Yes, sir.

Senator SMITH. Captain, during Sunday, when you were in the vicinity of ice, did you give any special instructions to your wireless operator?

Capt. LORD. No, sir.

Senator SMITH. Are there any rules and regulations prescribing the conduct of the wireless operator or operators on your ship?

Mr. LORD. No; they are kept amenable to the discipline, just like the rest of the crew are.

Senator SMITH. Do you recognize them as subordinate to your wishes while they are at sea?

Mr. LORD. To a certain extent I do; yes.

Senator SMITH. Do you recognize their responsibility to the Marconi Co.?

Mr. LORD. Yes.

Senator SMITH. So their responsibility is divided, somewhat?

Mr. LORD. Yes.

Senator SMITH. You had but one operator, had you?

Mr. LORD. That is all.

Senator SMITH. And what was his name?

Mr. LORD. Mr. Evans.

Senator SMITH. Is he here with you?

Mr. LORD. Yes, sir; this is he [indicating].

Senator SMITH. Do you know whether your wireless operator was on duty Sunday night after you sent this warning message to the *Titanic*?

Mr. LORD. I do not think he was.

Senator SMITH. You do not think he was on duty?

Mr. LORD. No.

Senator SMITH. Then you are unable to say whether an attempt was made to communicate with the *Californian*?

Mr. LORD. No; I do not know as to that. I went past his room at about a quarter to 12, and there was no light in there?

Senator SMITH. Does that indicate he was out, or asleep?

Mr. LORD. That would indicate he was asleep. As a rule there is always a light in the accumulator burning when he is not asleep.

Senator SMITH. Did he have any hours particularly prescribed for him by yourself or anyone else after you became aware of your proximity to ice?

Mr. LORD. No.

Senator SMITH. On Sunday?

Mr. LORD. No.

Senator SMITH. Suppose your wireless operator had been at his post in the operating room when the C. Q. D. call of distress came out from the *Titanic*, which was received by the *Carpathia* and other ships, would your ship have been apprised of the distress of the *Titanic*? I mean, have you such a wireless apparatus on that ship as would have in all probability caught this message?

Mr. LORD. If the operator had been on duty?

Senator SMITH. Yes.

Mr. LORD. Most certainly.

Senator SMITH. What has been the custom on your ship with reference to wireless service? Do you profess or undertake to have the operator on duty during the daytime or in the night?

Mr. LORD. I have never interfered with them.

Senator SMITH. In any way?

Mr. LORD. From what I have seen of him, he is generally around until about 10 o'clock in the morning, and next day gives me reports of things that happen after midnight, very frequently.

Senator SMITH. If you were to have the service of a wireless operator at a time when he might be of most service, when would it be, ordinarily, day or night?

Mr. LORD. As it happens, there are so many one-operator ships around that at nighttime most of those fellows are asleep; and he would be more useful in the daytime. We would get a great deal more information in the daytime, as it happens now.

Senator SMITH. But at night your passengers are also asleep?

Mr. LORD. Yes, sir.

Senator SMITH. Would it not be well to have your wireless operator at his post on duty at night, when other eyes are closed, in order that any possible signal of distress might not escape your attention?

Mr. LORD. We have the officer on the bridge, who can see as far at night as in the daytime.

Senator SMITH. But the officer on the bridge could not see the *Titanic* even with glasses, you said, that night.

Mr. LORD. No.

Senator SMITH. The wireless operator could have heard the call from the *Titanic* if he had been at his post of duty?

Mr. LORD. Yes; he would have heard that.

Senator SMITH. Do you know whether the wireless service works more satisfactorily at night than it does in the daytime, and with greater accuracy?

Mr. LORD. I believe it gets a longer range. I do not know that there is any more accuracy, but you can reach farther.

Senator SMITH. Do any of the other Senators desire to ask any questions?

Senator BOURNE. I simply want to ask, Captain, whether the wireless operator had any regular hours or not? If so, what were they?

Mr. LORD. No; I do not think there are any regular hours. I understand they are usually around from 7 in the morning to half-past 2, and then I think they lie down, because I never, as a rule, receive any messages between half-past 2 and 4. I presume they are asleep.

Senator BOURNE. You think it is better to have two operators on every ship, do you, so as to have continuous service?

Mr. LORD. It would be much nicer. You would never miss a message, then.

Senator BOURNE. I understood you to say nobody attempted to prevent your responding to the Senate subpoena—none of the people with whom you are connected, or your company?

Mr. LORD. No. As soon as the marshal came to me—he came about half-past 7 last night—I told him I did not like to go without notifying—at least I told him I would not go until my owners gave me permission. We went to the telephone together, and I told the assistant manager what had happened. He said, “All right, I will notify Mr. Thomas. Keep handy and I will let you know the result.”

It was a question of whether or not they would allow me. I do not know what the discussion was. He did not say, “You are not to go.”

Senator BOURNE. There was no objection made on the part of anybody?

Mr. LORD. Not to me; no.

Senator BOURNE. Or your company?

Mr. LORD. He said, “Just stay around handy to the telephone until I get hold of Mr. Thomas.” That is all he said.

Senator PERKINS. What was the response? Did you get any further response?

Mr. LORD. Yes; he told me to hurry up and go.

Senator BURTON. On that Sunday night, when you were stopped by the ice, were you hemmed in by it, or was your ship floating about?

Mr. LORD. We were just floating about.

Senator BURTON. You spoke with reference to the use of glasses by the lookout men in the crow's nest?

Mr. LORD. Yes, sir.

Senator BURTON. What is your opinion in regard to that?

Mr. LORD. I do not see any necessity for it.

Senator BURTON. Why not?

Mr. LORD. A light is visible a great deal farther from the crow's nest than it is from the bridge. With two men of equal eyesight and range of vision, the man in the crow's nest would see farther than the man on the bridge. Once he reports that light, it has nothing to do with him what it is afterwards.

Senator BURTON. But as regards objects ahead?

Mr. LORD. The officer on the bridge can see the objects far enough. I very rarely hear a man in the lookout report a light before the man on the bridge has seen it.



Senator BOURNE. The object is not merely to descry light, but to see any obstacle in the passage of the ship?

Mr. LORD. Yes; but I do not use glasses.

Senator PERKINS. You have never used them?

Mr. LORD. Only in that case of the *Titanic*. The men did not see anything that day quicker than from the bridge.

Senator BURTON. That is all.

Senator FLETCHER. You were asked by Senator Smith a moment ago whether, if the wireless operator on the *Californian* had been on duty, he would have picked up this message from the *Titanic* giving the alarm?

Mr. LORD. Yes.

Senator FLETCHER. Could you have gone to the relief of the *Titanic* at that time?

Mr. LORD. Most certainly.

Senator FLETCHER. You could have gone?

Mr. LORD. We could have gone; yes.

Senator FLETCHER. The engines were not running then.

Mr. LORD. The engines were stopped; perfectly stopped.

Senator FLETCHER. But you could have gone to the *Titanic*?

Mr. LORD. The engines were ready. I gave instructions to the chief engineer, and told him I had decided to stay there all night. I did not think it safe to go ahead.

I said, “We will keep handy in case some of these big fellows come crunching along and get into it.”

Senator FLETCHER. Did you keep lookout men on duty after your engines were stopped?

Mr. LORD. A man on the lookout; only one, the man in the crow’s nest.

Senator FLETCHER. On that Sunday night, the 14th of April, one man was relieved and the other was kept on duty?

Mr. LORD. We discontinued the one on the forecastle head. We just kept the one on the crow’s nest.

Senator SMITH. Captain, did you see any distress signals on Sunday night, either rockets or the Morse signals?

Mr. LORD. No, sir; I did not. The officer on watch saw some signals, but he said they were not distress signals.

Senator SMITH. They were not distress signals?

Mr. LORD. Not distress signals.

Senator SMITH. But he reported them?

Mr. LORD. To me. I think you had better let me tell you that story.

Senator SMITH. I wish you would.

Mr. LORD. When I came off the bridge, at half past 10, I pointed out to the officer that I thought I saw a light coming along, and it was a most peculiar light, and we had been making mistakes all along with the stars, thinking they were signals. We could not distinguish where the sky ended and where the water commenced. You understand, it was a flat calm. He said he thought it was a star, and I did not say anything more. I went down below. I was talking with the engineer about keeping the steam ready, and we saw these signals coming along, and I said, “There is a steamer coming. Let us go to the wireless and see what the news is.” But on our way down I met the operator coming, and I said, “Do you know anything?” He said, “The *Titanic*.”



So, then, I gave him instructions to let the *Titanic* know. I said, “This is not the *Titanic*; there is no doubt about it.” She came and lay, at half past 11, alongside of us until, I suppose, a quarter past 1, within 4 miles of us. We could see everything on her quite distinctly; see her lights. We signaled her, at half past 11, with the Morse lamp. She did not take the slightest notice of it. That was between half past 11 and 20 minutes to 12. We signaled her again at 10 minutes past 12, half past 12, a quarter to 1, and 1 o’clock. We have a very powerful Morse lamp. I suppose you can see that about 10 miles, and she was about 4 miles off, and she did not take the slightest notice of it. When the second officer came on the bridge, at 12 o’clock, or 10 minutes past 12, I told him to watch that steamer, which was stopped, and I pointed out the ice to him; told him we were surrounded by ice; to watch the steamer that she did not get any closer to her. At 20 minutes to 1 I whistled up the speaking tube and asked him if she was getting any nearer. He said, “No; she is not taking any notice of us.” So, I said, “I will go and lie down a bit.” At a quarter past 1 he said, “I think she has fired a rocket.” He said, “She did not answer the Morse lamp and she has commenced to go away from us.” I said, “Call her up and let me know at once what her name is.” So, he put the whistle back, and, apparently, he was calling. I could hear him ticking over my head. Then I went to sleep.

Senator SMITH. You heard nothing more about it?

Mr. LORD. Nothing more until about something between then and half past 4, I have a faint recollection of the apprentice opening my room door; opening it and shutting it. I said, “What is it?” He did not answer and I went to sleep again. I believe the boy came down to deliver me the message that this steamer had steamed away from us to the southwest, showing several of these flashes or white rockets; steamed away to the southwest.

Senator SMITH. Captain, these Morse signals are a sort of language or method by which ships speak to one another?

Mr. LORD. Yes, sir; at night.

Senator SMITH. The rockets that are used are for the same purpose and are understood, are they not, among mariners?

Mr. LORD. As being distress rockets?

Senator SMITH. Yes.

Mr. LORD. Oh, yes; you never mistake a distress rocket.

Senator SMITH. Suppose the Morse signals and the rockets were displayed and exploded on the *Titanic* continuously for a half to three-quarters of an hour after she struck ice, would you, from the position of your ship on a night like Sunday night, have been able to see those signals?

Mr. LORD. From the positions she was supposed to have been in?

Senator SMITH. Yes.

Mr. LORD. We could not have seen her Morse code; that is an utter impossibility.

Senator SMITH. Could you have seen rockets?

Mr. LORD. I do not think so. Nineteen and a half miles is a long ways. It would have been way down on the horizon. It might have been mistaken for a shooting star or anything at all.

Senator SMITH. Did you see anything of the *Amerika* during that voyage?

Mr. LORD. No.

Senator SMITH. Did you see anything of the *Frankfurt*?

Mr. LORD. Yes.

Senator SMITH. Where and when?

Mr. LORD. I met him 5 or 10 minutes past 12, after I was leaving the *Titanic*, the scene of the disaster. He was running along parallel with the ice, apparently trying to find an opening, and he saw me coming through, and he headed for the place I was coming out, and as we came out he went in. He went through the same place toward the scene of the disaster.

Senator SMITH. Where was the *Frankfurt* headed?

Mr. LORD. He was running about south-southeast, when I saw him, coming away from the northwest.

Senator SMITH. For what port?

Mr. LORD. I saw in the papers since, he had arrived in Breton Harbor. I did not know then.

Senator SMITH. Had you any means of fixing his position at any time between 10 and 12 o'clock Sunday night?

Mr. LORD. Oh, no; none whatever.

Senator SMITH. Or between 10 o'clock Sunday night and 2 o'clock Monday morning?

Mr. LORD. None whatever.

Senator SMITH. Do you know the captain of the *Frankfurt*?

Mr. LORD. I never met him.

Senator SMITH. Do you know, of your own knowledge, whether you have ever exchanged wireless messages with the *Frankfurt*?

Mr. LORD. Yes, sir, we did; on the morning of this disaster, or the the morning after the disaster.

Senator SMITH. Where were you at that time?

Mr. LORD. We were stopped in this position I have given you.

Senator SMITH. At the scene of the wreck?

Mr. LORD. Yes.

Senator SMITH. And where, with reference to distance or longitude and latitude, was the *Frankfurt*?

Mr. LORD. I do not know; he did not give us his position.

Senator SMITH. What hour was this?

Mr. LORD. I suppose shortly after 5.

Senator SMITH. In the morning?

Mr. LORD. Yes, sir.

Senator SMITH. Sunday morning?

Mr. LORD. No, Monday morning; the day after the accident.

Senator SMITH. And what did he say?

Mr. LORD. I think the first message we got was, "Ship sunk." But I understand between the German and English operators they do not always grasp one another's messages; there is a little confusion about it. Apparently we did not get it. The first report I got to the bridge that morning, after I had sent down and had the operator called, the chief officer came back and said, "He reports a ship sunk." I said, "Go back and wait until you find out what it is. Get some news about it." So he went back, and I suppose 10 minutes afterwards he came back and said, "The *Titanic* is sunk, and hit an iceberg."

Senator SMITH. This wireless operator told you?

Mr. LORD. No; he did not tell me. The chief officer was delivering the message. I was on the bridge, and he was running back-

ward and forward to the operating room. I said, “Go back again and find the position as quickly as possible.” So he went back, and he came back and said, “We have a position here, but it seems a bit doubtful.” I said, “You must get me a better position. We do not want to go on a wild goose chase.” So, in the meantime, I marked off the position from the course given me by the *Frankfurt* in the message just from one operator to another. I marked that off and headed the ship down there.

Senator SMITH. Will you kindly give it to us?

Mr. LORD. I gave it to you earlier.

Senator SMITH. That was your position?

Mr. LORD. That was the position of the *Titanic* given by the *Frankfurt*.

Senator SMITH. I recall that. I thought you said you had the position of the *Frankfurt*?

Mr. LORD. No, sir; he gave me the position of the *Titanic* disaster.

Senator SMITH. Was that the first information you got of the sinking of the *Titanic*?

Mr. LORD. That was the first information.

Senator SMITH. You received it from the North German-Lloyd boat *Frankfurt*?

Mr. LORD. The *Frankfurt*.

Senator SMITH. And that was about 5?

Mr. LORD. Shortly after 5; between 5 and half past.

Senator SMITH. Monday morning?

Mr. LORD. Monday morning.

Senator SMITH. Did you have any further communication between your ship and the *Frankfurt* until you met later in the day?

Mr. LORD. I do not think so. As we were trying to get official news from the *Frankfurt* the *Virginian* chipped in, and he gave me this message, which I will read to you.

Senator SMITH. Give the date.

Mr. LORD. There is no date on it. There was great excitement then and no date was put on.

Senator SMITH. Give the time of the day.

Mr. LORD. 4.10 a. m., New York time.

Senator SMITH. Can you tell where it was received?

Mr. LORD. No; it was given right away.

Senator SMITH. I understand, but was it received Monday or Sunday night?

Mr. LORD. Well, there is nothing on it at all, sir.

Senator SMITH. Do you recollect?

Mr. LORD. I remember perfectly well, at 6 o'clock; here it is in the log book:

Six o'clock, received message re *Titanic*.

This is from the *Virginian*.

Captain—

It does not say what ship—

*Titanic* struck berg; wants assistance; urgent; ship sinking; passengers in boats. His position  $41^{\circ} 46'$ , longitude  $40^{\circ} 15'$ .

CAMPBELL, Commander.

Senator SMITH. You heard nothing further from that source?

Mr. LORD. From the *Virginian*?

I had a message about an hour and a half after. He said, “When you get to the scene of disaster will you please give me particulars of what is happening?”

Senator SMITH. Do you know, or does your log show, or are you able to determine from your chart, the depth of the water where the *Titanic* sank?

Mr. LORD. Well, I see it is approximately 2,000 fathoms, which would be 12,000 feet.

Senator FLETCHER. Let me ask you a question with reference to that steamer you saw 4 miles away. What was her position in reference to your ship——

Mr. LORD. Pretty near south of us, 4 miles to the south.

Senator FLETCHER (continuing). As to being on the starboard or port side.

Mr. LORD. Well, on our ordinary course, our ordinary course was about west, true; but on seeing the ice, we were so close we had to reverse the engine and put her full speed astern, and the action of reversing turned the ship to starboard, and we were heading about northeast true. When this man was coming along he was showing his green light on our starboard side, before midnight. After midnight we slowly blew around and showed him our red light.

Senator FLETCHER. And he passed southwest?

Mr. LORD. He was stopped until 1 o'clock, and then he started going ahead again; and the second officer reported he changed from south-southeast to west-southwest,  $6\frac{1}{2}$  points; and if he was 4 miles off, the distance he traveled I estimated to be 7 or  $7\frac{1}{2}$  miles in that hour.

Senator FLETCHER. Was he ever any closer to you?

Mr. LORD. No, sir.

Senator FLETCHER. Were you able to tell what kind of a ship it was?

Mr. LORD. The officer on watch, and the apprentice there, and myself—I saw it before 1 o'clock, before I went to the watch room—were of the opinion that it was an ordinary cargo steamer.

Senator FLETCHER. Did you see the funnels?

Mr. LORD. No, sir. It had one masthead light and a green light, which I saw first.

Senator FLETCHER. You could not hear any escaping steam, or the siren, or the whistle?

Mr. LORD. No, sir.

Senator FLETCHER. You have two men on duty in the crow's nest, but only one on duty at a time?

Mr. LORD. No; we never have two in the crow's nest. When we double the lookout we have one man on the forecastle head. That is right up in the bow of the ship.

Senator BOURNE. What is the tonnage of the *Californian*?

Mr. LORD. Four thousand and thirty-eight, sir.

Senator BOURNE. She has accommodations for how many passengers?

Mr. LORD. Accommodations for 47.

Senator BOURNE. Do you have a regular boat drill on your vessel?

Mr. LORD. Once a passage.

Senator BOURNE. After you leave the dock?

Mr. LORD. After we leave port.

Senator BOURNE. Only one?

Mr. LORD. Well, you see we are only 13 days on a passage.

Senator FLETCHER. You mean the net tonnage?

Mr. LORD. The net tonnage is 4,038.

Senator FLETCHER. And what is the gross tonnage?

Mr. LORD. Six thousand two hundred and thirty-three.

Senator SMITH. Senator Fletcher asked you regarding this ship that stopped you on Sunday night?

Mr. LORD. Yes, sir.

Senator SMITH. Have you any idea what steamer that was?

Mr. LORD. Not the faintest. At daylight we saw a yellow-funnel steamer on the southwest of us, beyond where this man had left, about 8 miles away.

Senator FLETCHER. Do you suppose that was the same one?

Mr. LORD. I should not like to say. I don't think so, because this one had only one masthead light that we saw at half past 11.

Senator SMITH. From the log which you hold in your hand, and from your own knowledge, is there anything you can say further which will assist the committee in its inquiry as to the causes of this catastrophe?

Mr. LORD. No, sir; there is nothing; only that it was a very deceiving night. That is all that I can say about that. I only saw that ice a mile and a half off.

#### TESTIMONY OF CYRIL FURMSTONE EVANS.

The witness was sworn by the chairman.

Senator SMITH. Where do you reside?

Mr. EVANS. Seaforth, Liverpool.

Senator SMITH. How old are you?

Mr. EVANS. Twenty years old, sir.

Senator SMITH. What is your business?

Mr. EVANS. Wireless operator on the *Californian*, sir.

Senator SMITH. How long have you been a wireless operator?

Mr. EVANS. Just over six months.

Senator SMITH. Have you had any special training in that field?

Mr. EVANS. Yes, sir.

Senator SMITH. What?

Mr. EVANS. I had 10 months at the Marconi school, the same school as Bride, the junior operator on the *Titanic*.

Senator SMITH. What other ships than the *Californian* have you ever been employed on?

Mr. EVANS. On the *Cedric*, sir; the White Star boat.

Senator SMITH. Any others?

Mr. EVANS. No, sir.

Senator SMITH. How long were you on the *Cedric*?

Mr. EVANS. One trip, sir.

Senator SMITH. When was that made?

Mr. EVANS. I don't know exactly, sir. I have had three trips on the *Californian*.

Senator SMITH. You have been on the *Californian* ever since you left the *Cedric*?

Mr. EVANS. Yes, sir.

Senator SMITH. Where were you Sunday, April 14?

Mr. EVANS. From 7 o'clock in the morning until half past 8 I was on duty. From half past 8 to 9 I was having my breakfast. From 9 o'clock to half past 12 I was on watch. From 1 o'clock to 3 o'clock I was on watch. From 3 o'clock to half past 5. At half past 5 I had my dinner. From 6 o'clock I was on watch. I was on watch until 5 and 20 minutes past 11. I heard the *Titanic* working. I put down the phones and I turned in.

Senator SMITH. What time did you receive the C.Q.D. call from the *Titanic* Sunday night?

Mr. EVANS. I did not receive it, sir.

Senator SMITH. You did not receive it at all?

Mr. EVANS. No, sir.

Senator SMITH. What time did you communicate with the *Titanic*?

Mr. EVANS. In the afternoon, sir. I was sending a message to the *Antillian*, of our line. I was sending an ice report, handed in by the skipper, sir. I was sending to the *Antillian*, and the *Titanic* called me up and we exchanged signals, exchanged an official T R. We call it a T R when a ship gets in communication with another. I said, "Here is a message; an ice report." He said, "It's all right, old man," he said. "I heard you send to the *Antillian*." He said, "Bi." That is an expression used among ourselves.

Senator SMITH. What does it mean?

Mr. EVANS. It is an expression used. It means to say "enough," "finished."

Senator SMITH. Through?

Mr. EVANS. Yes.

Senator SMITH. Does it mean good-by?

Mr. EVANS. No; it does not mean good-by.

Senator SMITH. Do you know with what operator you were communicating on the *Titanic*?

Mr. EVANS. No, sir.

Senator SMITH. Do you know whether it was Phillips or Bride?

Mr. EVANS. No, sir; I do not know who was on watch.

Senator SMITH. Bride had been in school with you?

Mr. EVANS. Yes, sir. I do not know who was on the *Titanic*, though.

Senator SMITH. And did you know Phillips?

Mr. EVANS. I had met Phillips in the London office.

Senator SMITH. You do not recall which one it was you spoke with that night?

Mr. EVANS. You never know who is on watch unless the operator is inclined to talk and tell you his name. Then you get to know the name of the person operating at the other end.

Senator SMITH. When that message was sent by you, do you recall the time, exactly?

Mr. EVANS [consulting memorandum]. It was sent at 5.30 p. m., New York time, on the 10th of April, sir. I worked New York time.

Senator SMITH. What did the message say?

Mr. EVANS. I have the message here, sir, but I have not had authority from my company to disclose it.

Senator SMITH. Well, I think you may disclose it with perfect propriety. It was our understanding with Mr. Marconi that this information would be obtained. Are you a Marconi operator?



Mr. EVANS. Yes, sir.

Senator SMITH. If you are willing to disclose it, with that assurance. I will be glad to have you read it.

Mr. EVANS. It is a master service message, handed in on the 14th of April from the *Californian* to “Captain Antillian.”

It is dated 6.30 p. m. “A. T. S.” which means apparent time ship.

Latitude 42 3 north, longitude 49 9 west. Three large bergs 5 miles to southward of us. Regards. (Sig.) Lord.

Senator SMITH. I would like to know the date?

Mr. EVANS. I said it was handed in on the 14th, sir.

Senator SMITH. Sunday, the 14th?

Mr. EVANS. Handed in, and sent the same day.

Senator SMITH. And is the hour given?

Mr. EVANS. The sent date was 5.35 p. m., New York time.

Senator SMITH. When did you next communicate with the *Titanic* and what was the message you sent or received?

Mr. EVANS. 9.05 New York time, sir.

Senator SMITH. What day?

Mr. EVANS. On the 14th, sir, the same evening, New York time, that is. I went outside of my room just before that, about five minutes before that and we were stopped, and I went to the captain and I asked him if there was anything the matter. The captain told me he was going to stop because of the ice, and the captain asked me if I had any boats, and I said the *Titanic*. He said “Better advise him we are surrounded by ice and stopped.” So I went to my cabin, and at 9.05 New York time I called him up. I said “Say, old man, we are stopped and surrounded by ice.” He turned around and said “Shut up, shut up, I am busy; I am working Cape Race,” and at that I jammed him.

Senator SMITH. What do you mean by that?

Mr. EVANS. By jamming we mean when somebody is sending a message to somebody else and you start to send at the same time, you jam him. He does not get his message. I was stronger than Cape Race. Therefore my signals came in with a bang, and he could read me and he could not read Cape Race.

Senator SMITH. Was that the last time you heard from the *Titanic* that night?

Mr. EVANS. The last time I exchanged signals with them? I heard them working at 11.25.

Senator SMITH. Heard him working?

Mr. EVANS. Working Cape Race. He was still working Cape Race, sending messages.

Senator SMITH. That was at what time?

Mr. EVANS. 11.25 Sunday night.

Senator SMITH. That was 15 minutes before the *Titanic* struck the iceberg, or was that New York time?

Mr. EVANS. That was 11.25 ship’s time.

Senator SMITH. After you jammed him, as you say, you heard nothing further from him direct?

Mr. EVANS. No, sir.

Senator SMITH. You picked up some wireless messages from him that were directed to Cape Race?

Mr. EVANS. I had the phone on my ear, and heard him sending, but I did not take them down.



Senator SMITH. You had the phones on your ears?

Mr. EVANS. Yes, sir.

Senator SMITH. And you heard him sending those messages?

Mr. EVANS. Yes, sir.

Senator SMITH. But you did not take them down?

Mr. EVANS. No, sir.

Senator SMITH. What were those messages that you heard, as nearly as you can recollect.

Mr. EVANS. They were private messages.

Senator SMITH. Can you recollect what they were?

Mr. EVANS. You mean did I read these messages?

Senator SMITH. Could you read them, or can you remember them?

Mr. EVANS. No, sir.

Senator SMITH. Have you got them?

Mr. EVANS. No, sir.

Senator SMITH. Then you are unable to furnish the committee with the contents of those private messages from the *Titanic* to the Cape Race station?

Mr. EVANS. Yes, sir.

Senator SMITH. Do you know whether they had any reference to ice?

Mr. EVANS. I have no recollection, sir. I generally keep my ears open for anything about ice, if I hear anything about ice, and always take it down—ice or derelicts. I always take it down. I would not be positive I did not hear anything about ice, but I do not recollect anything.

Senator SMITH. What time did you retire that night.

Mr. EVANS. At 11.25 I still had the phones on my ears and heard him still working Cape Race, about two or three minutes before the half hour ship's time, that was, and at 11.35 I put the phones down and took off my clothes and turned in.

Senator SMITH. When were you awakened?

Mr. EVANS. About 3.30 a. m., New York time.

Senator SMITH. And who awakened you?

Mr. EVANS. The chief officer.

Senator SMITH. What did he say to you?

Mr. EVANS. He said, "There is a ship that has been firing rockets in the night. Please see if there is anything the matter."

Senator SMITH. What ship's officer was that?

Mr. EVANS. The chief officer of our ship, Mr. Stewart.

Senator SMITH. He said rockets had been fired during the night?

Mr. EVANS. Yes, sir.

Senator SMITH. And he would like to have you see if there was anything the matter?

Mr. EVANS. Yes, sir.

Senator SMITH. What did you do?

Mr. EVANS. I jumped out of bed, slipped on a pair of trousers and a pair of slippers, and I went at once to my key and started my motor and gave "C. Q." About a second later I was answered by the *Frankfurt*, "D. K. D., Dft." The "Dft," is the *Frankfurt's* call. He told me the *Titanic* had sunk.

Senator SMITH. He told you the *Titanic* had sunk?

Mr. EVANS. Yes, sir.

Senator SMITH. You went to your operating room?

Mr. EVANS. My bunk is in the same room as the apparatus.

Senator SMITH. You put the telephone on your head?

Mr. EVANS. Yes, sir.

Senator SMITH. And received from the *Frankfurt*—

Mr. EVANS (interrupting). I started my motor first, and called. I called “C. Q.”—C. Q. means all stations, some one answer—and gave my own code signal. The D. F. T. answered me. He said, “Do you know the *Titanic* has sunk during the night, collided with an iceberg?” I said, “No; please give me the latest position.” He gave me the position. I put the position down on a slip of paper, and then I said, “Thanks, old man,” to the German operator, and then the *Virginian* started to call me, “M. G. M.” He started to call me up, and I told him to go. I answered him and told him to go. He said, “Do you know the *Titanic* had sunk?” I said, “Yes, the *Frankfurt* just told me.” I sent them a message of my own, what we call a service message, that an operator can always make up if he wants to find out something. I sent a service message, and said, “Please send me official message regarding *Titanic*, giving position.”

Senator SMITH. Have you got with you the message you received from the *Frankfurt* at 3.40 Monday morning?

Mr. EVANS. No, sir; that was not an official message; that was only a conversation. But a few minutes after that I got an official message from the *Virginian*.

Senator SMITH. I would like any message, if you have it, that you received from the *Frankfurt*.

Mr. EVANS. No, sir; I have none.

Senator SMITH. You have none at all?

Mr. EVANS. No, sir. The only thing he gave me was the position of the *Titanic*. He did not send me an official message.

Senator SMITH. He gave you more than the position of the *Titanic*. He told you the *Titanic* had sunk.

Mr. EVANS. He simply told me the *Titanic* had sunk.

Senator SMITH. Then he gave you her position?

Mr. EVANS. Yes, sir. The chief officer was in the room, and I said, “Wait a moment; I will get an official message.” I got the official message and the positions were both the same. The position I got from the *Virginian* and the position I got from the *Frankfurt* were both the same. I sent that up to the skipper. I did not have time to date the message. I dated my own copy of the message, but I did not get the name of the ship on either, or the date, or who it was addressed to, in my hurry.

Senator SMITH. Did you have any difficulty whatever working with the *Frankfurt* operator?

Mr. EVANS. Not then, sir.

Senator SMITH. Did you afterwards?

Mr. EVANS. He was jamming a little afterwards, and interfering when I was trying to get the *Carpathia*.

Senator SMITH. Did the *Frankfurt* operator say anything to you about his having received a C. Q. D. call from the *Titanic* immediately after she had struck the iceberg?

Mr. EVANS. No, sir.

Senator SMITH. Did he say anything to you about having received a rebuff from the operator of the *Titanic*?

Mr. EVANS. No, sir.

Senator SMITH. Did you understand that the operator of the *Titanic*, after he had given the *Frankfurt* the C. Q. D. call, had waited 20 minutes before he had received any reply and then received a reply from the *Frankfurt*, asking what was the matter and that he then said to the *Frankfurt* “You are a fool, keep out?”

Did you hear anything of that kind from the *Frankfurt* operator?

Mr. EVANS. No, sir.

Senator SMITH. Or from anyone else?

Mr. EVANS. No, sir; only from the papers when I got in.

Senator SMITH. Did you know the *Frankfurt's* position when she gave the message that the *Titanic* had sunk?

Mr. EVANS. No, sir. He told me he was about 30 or 40 miles off. I remember that. He did not give me the official position, no, sir.

Senator SMITH. Did he give you an unofficial position?

Mr. EVANS. No, sir.

Senator SMITH. That is, the longitude and latitude?

Mr. EVANS. No, sir.

Senator SMITH. But he said he was about 30 or 40 miles off?

Mr. EVANS. Yes, sir.

Senator SMITH. How did he happen to say that?

Mr. EVANS. I asked him. I forget how it happened, now, but he said, “We are 30 or 40 miles off. We are steaming as fast as we can.” But this was after I had taken the message up, and we were under way. I said, “We are steaming full speed, now.”

Senator SMITH. I understand you perfectly. He told you that after he had told you the *Titanic* had sunk?

Mr. EVANS. Yes, sir.

Senator SMITH. Did he tell you from whom he obtained the information that the *Titanic* had sunk?

Mr. EVANS. No, sir.

Senator SMITH. Do you know from whom he obtained it?

Mr. EVANS. I did not know until I got in, sir. I only knew from the newspapers and what I said just now.

Senator SMITH. Did you tell me what the mate said when he woke you up between 3 and 4 o'clock Monday morning?

Mr. EVANS. He came into my room between 3 and 4; opened the door. He knocked at the door, but I was asleep, and he came in. He said he knocked at the door and then came in.

Senator SMITH. Was it locked?

Mr. EVANS. No; we never lock a door on the ship. He came into my room, and I did not wake up, and he caught hold of me. As soon as he touched me I woke up with a start, and he said, “Wireless, there is a ship that has been firing rockets in the night. Will you come in and see if you can find out what is wrong—what is the matter?” I slipped on my trousers and called at once. Within five minutes I knew what had happened.

Senator SMITH. I believe you had been in communication with the *Carpathia* the night before, had you not?

Mr. EVANS. No, sir.

Senator SMITH. Had you been in communication with the *Parisian*?

Mr. EVANS. Yes, sir.

Senator SMITH. What time?

Mr. EVANS. I got him in the morning, sir, and then—no; I think I got him the day before.

Senator SMITH. I think I will let you look that up a little later unless you have it handy, there. What time?

Mr. EVANS. 6.30 a. m., New York time, on the 13th of April, exchanged T. R.'s with the *Parisian*.

Senator SMITH. Do you know her position at that time?

Mr. EVANS. No, sir.

Senator SMITH. Did you hear anything from the *Amerika* on Sunday?

Mr. EVANS. No, sir; not on the 14th.

Senator SMITH. I do not want to have you take any time to look it up, but do you recall having obtained any communication with the *Amerika* on Saturday? I will not ask you to trouble yourself. If you have it right there, I would like to know.

Mr. EVANS. No, sir; I did not.

Senator SMITH. You did not have any communication with the *Amerika*?

Mr. EVANS. No, sir.

Senator SMITH. Did you have any with the *Amerika* after you left the scene of the *Titanic*'s wreck?

Mr. EVANS. I do not know; I do not think so.

Senator SMITH. You can not now recall?

Mr. EVANS. I can not recall it.

Senator SMITH. What are your wages per month?

Mr. EVANS. £4.

Senator SMITH. And board?

Mr. EVANS. Yes.

Senator SMITH. You have your board on the ship, and room?

Mr. EVANS. Yes.

Senator SMITH. Is that the regulation wage of wireless telegraphers?

Mr. EVANS. It is for a beginner; yes, sir.

Senator SMITH. Are you paid that by the steamship company or the Marconi Co.?

Mr. EVANS. By the Marconi Co.

Senator BOURNE. Did you think it at all strange when you got "Shut up" from the *Titanic* or is that customary when you break in to prevent the jamming?

Mr. EVANS. If he was working. He had a lot of messages to get off.

Senator BOURNE. Do you think he got your full message?

Mr. EVANS. His signals came in with a bang; therefore my signals must have come in to him very loudly.

Senator BOURNE. Was he not already engaged in sending to Cape Race at that time?

Mr. EVANS. He was receiving at the time I sent the message, at the time I communicated with him.

Senator BOURNE. Would not his attention be directed toward the messages he was receiving from Cape Race, he being in communication with Cape Race, rather than the messages from you, breaking in on the message?

Mr. EVANS. I do not know about that. He must have received that anyway.

Senator BOURNE. Can you take more than one message at the same time?

Mr. EVANS. No; but my signals were the loudest.

Senator BOURNE. And they would drown out his?

Mr. EVANS. You would not hear the other one, because, myself, I could not hear Cape Race that night.

Senator BURTON. You think he must have received your message before he shut you off, because you had the louder note and would have drowned out the message from Cape Race while you were transmitting your message?

Mr. EVANS. He must have received my communication; yes, sir.

Senator BURTON. You are very sure of that, are you? You are confident that that must have been the fact—that he received your message, and that while you were transmitting it the other message would have been obscured or drowned out by your message?

Mr. EVANS. Certainly; yes, sir. Cape Race would only be a whisper and mine would come in with a bang.

Senator BURTON. Just what was the message that you sent when you received that word, “Shut up.” Will you read that again?

Mr. EVANS. I said, “Say, old man, we are stopped and surrounded by ice.”

Senator BURTON. That is what you said?

Mr. EVANS. I called him up first. I said, “MGY” three times, and gave him my own call signal once, which is “MWH.” I said, “Say, old man, we are surrounded by ice, and stopped.”

Senator BOURNE. You gave your location, did you not?

Mr. EVANS. No, sir; I was just giving that as a matter of courtesy, because the captain requested me to.

Senator BOURNE. You expected a reply from him, or an inquiry as to what your location was, where the ice was, did you not?

Mr. EVANS. No, sir. I thought he was very much south of me, because we were bound for Boston, and we were north of the track. We were following the track of the *Parisian*.

Senator FLETCHER. You said the *Frankfurt* reported she was 30 or 40 miles off?

Mr. EVANS. Yes, sir.

Senator FLETCHER. Off from you, or off from the *Titanic*?

Mr. EVANS. Off from the scene of the disaster.

Senator FLETCHER. Do you know where the *Frankfurt* was, as to you?

Mr. EVANS. Southeast somewhere. He was on the homeward track and he must have been south of us.

Senator FLETCHER. And the scene of the disaster was in what direction from you at that time?

Mr. EVANS. I could not exactly say. Between southeast and southwest, I think. I would not be sure of that.

Senator FLETCHER. Was the *Frankfurt* between you and the scene of the disaster?

Mr. EVANS. I do not know, sir.

Senator FLETCHER. Have you any idea how far the *Frankfurt* was from you?

Mr. EVANS. I can only work on that we were about 20 miles away.

Senator FLETCHER. From what?

Mr. EVANS. From the *Titanic*, and therefore he would be 20 miles away from us.

Senator FLETCHER. You say that the operator on the *Titanic* was engaged in sending private messages to Cape Rice. What do you mean by private messages?

Mr. EVANS. Messages being handed in by passengers.

Senator FLETCHER. By passengers, to Cape Race?

Mr. EVANS. Yes, sir.

Senator FLETCHER. And Cape Race to passengers, back and forth?

Mr. EVANS. Yes, sir.

Senator FLETCHER. You do not know from whom they were sent, or to whom they were sent, nor do you recall the nature of the messages?

Mr. EVANS. No; I do not.

Senator FLETCHER. You are not supposed to know, anyhow, are you? It would be a violation of the rule if you did know, would it not?

Mr. EVANS. Yes, sir; because when we go up for our examination in England, we have to make a statement saying we will keep the secrecy of correspondence. That is an international convention.

Senator FLETCHER. Do you know Gill, who was a member of the crew of the *Californian*—Ernest Gill?

Mr. EVANS. I think I have seen him; yes, sir.

Senator FLETCHER. Do you know him when you see him? Did you see him on the ship?

Mr. EVANS. Yes; I have seen him.

Senator FLETCHER. Did you ever have any conversation with him about that ship that was seen that night throwing up rockets?

Mr. EVANS. I think so. Practically everybody on the ship—it has been common talk on the ship.

Senator FLETCHER. From the talk on the ship do you know when the rockets were seen that night; from what direction?

Mr. EVANS. No, sir; I had turned in.

Senator FLETCHER. Do you know of the conversation, or statement that was made to Gill, about which he has testified here?

Mr. EVANS. I do not know, sir. Nearly everybody on the ship has talked amongst themselves, and in front of other members of the crew, about it.

Senator FLETCHER. Has he ever said anything to you in reference to his statement or testimony in the case in this matter?

Mr. EVANS. You mean any special statement he made to me?

Senator FLETCHER. Yes. Has he ever said anything to you with reference to his statement that he has made in this matter?

Mr. EVANS. No; I do not think so.

Senator FLETCHER. Nothing with regard to the circumstances under which he made the statement, or how he came to make it?

Mr. EVANS. No.

Senator FLETCHER. Was the instrument on the *Californian* in good working condition?

Mr. EVANS. It is the latest set out. It is in thorough working condition. It was inspected by Mr. Binns, last trip.

Senator FLETCHER. How far can you send messages with it? What is its power as compared with the one on the *Titanic*?

Mr. EVANS. The *Californian* is not a big ship and she is only fitted with 60-volt dynamos, and our sets are made for 100-volt dynamos. Our converter—motor generator—is not made to run over 100 volts. Therefore, I get a little over half the power I should get.

Senator FLETCHER. Do you know about the instrument on the *Titanic*?



Mr. EVANS. It was practically the same pattern as mine, only, I believe, he had a rotary spark—got a musical note. I never got a musical note; but I think he had a rotating spark there.

Senator FLETCHER. There was no reason why you could not get his messages and he yours?

Mr. EVANS. Oh, no, sir; except I had turned in. I was off from 7 o'clock that night to half past 11. It is 16 hours for a man to be on watch.

Senator FLETCHER. When the mate aroused you and spoke about a ship having been seen sending up rockets, did he make any statement about when that ship was sending, and what kind of rockets?

Mr. EVANS. No. I slipped on my trousers, and got the phones on my ears inside of two minutes.

Senator FLETCHER. That was at 4 a. m. on Monday morning?

Mr. EVANS. That was 3.40 a. m., New York time.

Senator FLETCHER. What ship's time was that?

Mr. EVANS. I do not know. I have not worked out the ship's time. I do not know if the ship's clock was changed during that time.

Senator FLETCHER. Did Gill, the donkeyman, ever talk to you about a story he was telling about the sending up of the rockets by a ship that night?

Mr. EVANS. I think he may have mentioned it to me.

Senator FLETCHER. When?

Mr. EVANS. Everybody on board has been speaking about it amongst themselves.

Senator FLETCHER. The captain, too?

Mr. EVANS. No, sir. I have never spoken to the captain about the matter of rockets, at all.

Senator FLETCHER. None of this talk you have heard on the ship was in the presence of the captain?

Mr. EVANS. No, sir.

Senator FLETCHER. In a general way, what was the talk with reference to that, that you heard on the ship?

Mr. EVANS. Well, I could not say. It was just simply the usual talk about the rockets.

Senator FLETCHER. Were the rockets described?

Mr. EVANS. Not to my knowledge, no sir. I never heard them described.

Senator FLETCHER. Do you know whether they were distress rockets, or some other kind of rockets?

Mr. EVANS. No, sir; I do not. I did not see them, myself.

Senator FLETCHER. As they were mentioned in this talk on the ship?

Mr. EVANS. No, sir; I do not know.

Senator BURTON. You say everybody was talking on board among themselves about these rockets?

Mr. EVANS. Yes, sir.

Senator BURTON. Do you mean by that that they were saying that they themselves had seen the rockets, or that there was merely talk about it on the ship?

Mr. EVANS. There was talk about it, and some of them said they had seen it, and some said they had not.



Senator BURTON. With how many did you talk who said they saw rockets that night?

Mr. EVANS. Nobody.

Senator BURTON. Did you talk with anybody?

Mr. EVANS. No one in particular.

Senator BURTON. Can you tell any one you talked with who said he had seen rockets that night?

Mr. EVANS. No, sir.

Senator BURTON. What was the wave length on your ship, 300 or 600, or what was it?

Mr. EVANS. At present it is 600 meters. I have also, according to the telegraph convention, fitted it so as to be able to be used as a 300-meter wave length, if necessary.

Senator SMITH. You say this message that you got from the *Titanic* came with a bang?

Mr. EVANS. Yes; he had very high power; I do know that.

Senator SMITH. It came with a bang?

Mr. EVANS. It came, I should say, not absolutely with a bang, but with fairly loud signals. But you can not tell by the strength of the signals where anybody is.

Senator SMITH. I was going to ask you whether that in itself would indicate your proximity to the ship with which you were in communication?

Mr. EVANS. It is very hard to answer, because it depends on how a boat is being tuned. I have had boats alongside of me sending and I have replied to them, and their signals were the same as when they were 200 miles away; and other boats I have had 200 miles away with weak signals and when they would get alongside they would come with such a bang you would have to take the telephones away from your ears.

Senator SMITH. What wave length did you employ when you sent that warning message to the *Titanic* Sunday night?

Mr. EVANS. Six hundred meters.

Senator SMITH. That is the maximum wave length prescribed by the Berlin convention, is it not?

Mr. EVANS. That is the wave length prescribed for ship's stations and for stations.

Senator SMITH. And the minimum is 300?

Mr. EVANS. Yes; especially——

Senator SMITH. And you used your 600 wave length?

Mr. EVANS. Yes, sir.

Senator SMITH. You do not know the wave length employed by the *Titanic* in response to that message?

Mr. EVANS. His would be 600, too.

Senator SMITH. That is, you think he would use his maximum wave length?

Mr. EVANS. He could not change his wave length in that time.

Senator SMITH. He could not change it?

Mr. EVANS. No. Unless a station is tuned——

Senator SMITH. With a maximum wave length of 600 in use between the *Titanic* and yourself, did that drown out any attempted communication with Cape Race?

Mr. EVANS. You mean that my signals would drown the Cape Race signals?

Senator SMITH. Yes.

Mr. EVANS. Yes, sir.

Senator SMITH. Therefore you are very certain that he got your message?

Mr. EVANS. Yes, sir.

Senator SMITH. And you received his?

Mr. EVANS. I received his; what he sent back.

Senator FLETCHER. You started to make some statement a moment ago that once a station is tuned—and there you stopped.

Mr. EVANS. Once you get your station tuned, you can not alter the wave length, unless by special arrangement you can alter it over to 300 meters.

Senator SMITH. Did you complete your full message——

Mr. EVANS (interposing). At 11 o'clock, approximately; 9.05 New York time.

Senator SMITH. Did you complete your full message to the *Titanic* before you got the injunction to shut up?

Mr. EVANS. Yes, sir.

Senator SMITH. And that is the last communication you sent to or received from the *Titanic*?

Mr. EVANS. Yes.

Senator SMITH. That was about when?

Mr. EVANS. That was exactly 9.05, New York time.

Senator SMITH. That was about 30 minutes before the *Titanic* struck this iceberg?

Mr. EVANS. It was 9.05; that would be about five minutes past 11, ship's time.

Senator SMITH. Did your mate say how he knew that there had been rockets fired?

Mr. EVANS. No, sir.

Senator SMITH. The *Titanic* sank about 2 hours and 45 minutes before you were called from your bed?

Mr. EVANS. Yes, sir.

Senator SMITH. Do you know why you were not called when the rockets were first seen?

Mr. EVANS. No, sir.

Senator SMITH. What did the first mate or any other officer of the ship or member of the crew tell you about Capt. Lord being notified three times that a vessel was sending up rockets?

Mr. EVANS. Well, we have talked among ourselves, but——

Senator SMITH. One minute. I do not want any idle gossip. If you can recall anything that was said by any officer of your ship about that matter, I would like to have you state it; and if you can not, say so.

Mr. EVANS. I know that the mate did not say anything to me; no.

Senator SMITH. The mate did not?

Mr. EVANS. The mate did not say anything about the captain being notified——

Senator SMITH. And the mate was the man that called you?

Mr. EVANS. Yes; the mate was the man who called me.

Senator SMITH. Did any other officer of the *Californian* say anything to you about having notified the captain three times that a vessel was sending up rockets?

Mr. EVANS. I think the apprentice did.

Senator SMITH. What is his name?

Mr. EVANS. Gibson.

Senator SMITH. Is he now on the *Californian*?

Mr. EVANS. Yes, sir.

Senator SMITH. What did he say to you?

Mr. EVANS. I do not know, exactly. I know the effect.

Senator SMITH. I would rather have the language he used if you can give it.

Mr. EVANS. I do not know his exact words.

Senator SMITH. Give it as near as you can.

Mr. EVANS. Well, I think he said that the skipper was being called; called three times. I think that is all he said.

Senator SMITH. Who was meant by the skipper?

Mr. EVANS. The captain, sir.

Senator FLETCHER. Was being called, or had been called?

Mr. EVANS. Had been called, sir.

Senator SMITH. Did you hear anyone else speak of it, any officer of your ship?

Mr. EVANS. No; I think not.

Senator SMITH. Now, witness, tell me if you heard anybody else say anything about the captain having been called three times and informed that rockets were being sent up, the night the *Titanic* sank?

Mr. EVANS. Well, I do not remember any other special individual, but I know it was being talked about a lot.

Senator SMITH. Collectively?

Mr. EVANS. Yes, sir.

Senator SMITH. There was a lot of talk about it, but you can not recall any individual who spoke to you about it?

Mr. EVANS. No, sir; except the apprentice. I think he told me that he had called the captain.

Senator SMITH. Did this talk occur on board the *Californian*?

Mr. EVANS. Yes, sir.

Senator SMITH. Immediately after the accident to the *Titanic*?

Mr. EVANS. Before we got to the *Titanic*; yes, sir.

Senator SMITH. Before you reached the *Titanic*?

Mr. EVANS. Before we reached the scene of the disaster.

Senator SMITH. Monday morning?

Mr. EVANS. Yes, sir.

Senator SMITH. Before you reached the scene of the disaster?

Mr. EVANS. Yes, sir.

Senator SMITH. The men on the ship talked about it, did they?

Mr. EVANS. Yes, sir.

Senator SMITH. Generally?

Mr. EVANS. Yes, sir.

Senator SMITH. What did they say? What was said?

Mr. EVANS. From people taking up the conversation I know it was said that rockets had been seen—had been fired. They did not know what rockets they were. I know they said that rockets had been fired off, and the captain had been roused.

Senator SMITH. How many times?

Mr. EVANS. Three times, I think it was, sir.

Senator SMITH. Is that all you heard said?

Mr. EVANS. That is all I can recollect; yes, sir.

Senator SMITH. Was there any talk of this kind after you left the scene of the sinking of the *Titanic*?

Mr. EVANS. Yes; it has been talked about all the time since then.

Senator SMITH. They have talked about it all the time since then?

Mr. EVANS. Yes, sir.

Senator SMITH. As an unusual and extraordinary occurrence?

Mr. EVANS. Yes, sir.

Senator SMITH. Did anybody, in the course of this conversation that you heard, say anything about having seen the Morse signals used?

Mr. EVANS. Oh, no. I remember the apprentice told me that he got the Morse lamp out and called up on that, sir. But he did not get any reply on that.

Senator SMITH. He started to call up the *Titanic*?

Mr. EVANS. I do not know whether it was the *Titanic*——

Senator SMITH. But the vessel from which the rockets were being fired—he tried to call her up with his Morse signals?

Mr. EVANS. With his Morse lamp; yes, sir.

Senator SMITH. And got no Morse reply?

Mr. EVANS. That is correct.

Senator SMITH. Do you remember whether he made any attempt to attract the attention of that ship by firing rockets himself?

Mr. EVANS. No; I do not think he did, sir.

Senator BURTON. Was there anything said about the direction in which these rockets were seen? Did they say that they were off where the *Titanic* was sunk?

Mr. EVANS. Nobody specified any special direction where they came from. From the south they were.

Senator BURTON. The direction in which the *Titanic* was?

Mr. EVANS. I would not be sure about that.

Senator BURTON. In all this conversation, did they say these rockets came from that boat which the captain has mentioned or that they came from the *Titanic*?

Mr. EVANS. They did not know which.

Senator BURTON. Was it said that the rockets were those which had been sent up by the *Titanic*? Was that the talk on board ship?

Mr. EVANS. Some of them seemed to think so, and some not, sir.

Senator BURTON. Has anyone told you that he was to receive \$500 for a story in regard to these rockets—anyone on your boat?

Mr. EVANS. I think the donkeyman mentioned it.

Senator BURTON. What did he say?

Mr. EVANS. He said “I think I will make about \$500 on this.”

Senator BURTON. Did he say that to you?

Mr. EVANS. Yes, sir.

Senator BURTON. That is the man who was a witness here this morning?

Mr. EVANS. Gill, the second donkeyman.

Senator BURTON. He said he thought he would make \$500?

Mr. EVANS. Yes.

Senator BURTON. When was that said?

Mr. EVANS. The night before last.

Senator BURTON. Did you hear him say that at any other time?

Mr. EVANS. No, sir.

Senator BURTON. He said that to you night before last?

Mr. EVANS. Yes, sir.

Senator BURTON. Where were you then?

Mr. EVANS. I had gone ashore, and I was outside the station, I think. I do not remember whether it was the north station or the south station.

Senator BURTON. It was after you had landed?

Mr. EVANS. It was after I had landed; yes, sir; he asked if I was not going back any more. He said he had been up and told the newspaper about the accident.

Senator BURTON. And he said that he would make about \$500 out of it?

Mr. EVANS. He said, “I think we will make about \$500 out of it.”

Senator SMITH. I understood you to say there was an apprentice on the bridge with the officer?

Mr. EVANS. Yes, sir.

Senator SMITH. And that apprentice told you he saw these rockets?

Mr. EVANS. Yes, sir; he said he saw rockets.

Senator SMITH. He said he saw rockets?

Mr. EVANS. Yes, sir.

Senator SMITH. Do you know whether he got anything for his story, or whether he has given out any story?

Mr. EVANS. I do not think for a moment he told anybody other than the people on the boat.

Senator SMITH. But you got your information directly from the apprentice who was on the bridge with the officer?

Mr. EVANS. Yes, sir.

Senator SMITH. That he himself had seen rockets the night the *Titanic* went down?

Mr. EVANS. Yes, sir.

Senator SMITH. Did you hear the captain say that he saw rockets?

Mr. EVANS. I heard so the next day. I did not hear anything about it the same day.

Senator SMITH. You heard him swear to it here a few moments ago?

Mr. EVANS. Yes, sir.

Senator SMITH. White rockets, he said, did he not?

Mr. EVANS. I think so.

Senator SMITH. Have you yourself been offered, or have you received, any money from any person for any information in your possession regarding this *Titanic* accident or wreck?

Mr. EVANS. No, sir.

Senator SMITH. And the movements of the steamship *Californian*?

Mr. EVANS. No, sir.

Senator BOURNE. Let us understand a little more clearly about the circumstances under which the fourth officer awakened you.

Mr. EVANS. The chief officer wakened me.

Senator BOURNE. Did he say that the rockets had just been seen or that they had been seen during the night?

Mr. EVANS. He came to my room and said, “Rockets have been seen going off.” He did not state any specific time. He said, “Rockets have been seen going off. Will you go and call?” He came on watch at 4 o’clock, I think. He was down below, before.

Senator BOURNE. He had just been awakened himself, probably, before he came to see you?

Mr. EVANS. Yes, sir.

Senator BOURNE. There was nothing from which you could ascertain when those rockets had been seen?

Mr. EVANS. No, sir.

Senator BOURNE. From your conversation with him you could not determine that?

Mr. EVANS. No, sir; nothing.

Senator SMITH. Have you heard from anyone regarding the *Titanic* disaster whether any rockets were sent up on the *Titanic* the night she sank?

Mr. EVANS. No, sir.

Senator SMITH. You have no information of that kind?

Mr. EVANS. No, sir; no information from anybody on the *Titanic*.

Senator FLETCHER. What were you told, when you were aroused, with reference to these rockets?

Mr. EVANS. The mate came to my room, and he said, “Rockets have been seen to have been fired off.” He did not say when. “Will you call and see if you can find out what is the matter?” In five minutes I knew what was the matter.

Senator FLETCHER. The mate evidently considered that these rockets were distress rockets, did he?

Mr. EVANS. He did not say so to me.

Senator FLETCHER. But he would not ask you to inquire——

Mr. EVANS (interrupting). He said to find out.

Senator FLETCHER. He would not ask you to inquire unless he apprehended there was some trouble?

Mr. EVANS. I do not know. Two or three days before that I got word from another operator that there was a boat wanting to be towed, an oil tank. She was short of coal, and wanted to be towed, and I believe he thought it was her, I would not say. He did not happen to mention it to me; he has not mentioned it to me.

Senator FLETCHER. Who was that?

Mr. EVANS. The chief officer.

Senator FLETCHER. When would you have gone on duty Monday morning, April 15, if you had not been awakened by the first mate?

Mr. EVANS. Between 7 and a quarter past. The steward calls me at 7 o'clock.

Senator SMITH. When the first mate awakened you and told you that the first officer wanted you to get up, that rockets had been seen——

Mr. EVANS (interrupting). It was the chief officer that came into my room, sir.

Senator SMITH. The chief officer came to your room and aroused you?

Mr. EVANS. Yes, sir.

Senator SMITH. And told you rockets had been seen?

Mr. EVANS. Yes, sir.

Senator SMITH. You deemed that of sufficient importance to arise immediately?

Mr. EVANS. Yes, sir; I put on my trousers and called.

Senator SMITH. Otherwise you would have remained in your bed until what time?

Mr. EVANS. If I had not been called, I should have remained in my bunk until 7 o'clock, or between 7 and a quarter past.



Senator SMITH. I believe you said you never received any offer or payment for any information in your possession regarding the *Titanic* disaster?

Mr. EVANS. No, sir.

Senator SMITH. Have you accepted any money for anything of that character?

Mr. EVANS. No, sir.

Senator SMITH. Would you receive any money for information of that character?

Mr. EVANS. No, sir; I would not.

Senator SMITH. Why?

Mr. EVANS. I do not think it is right to receive money for anything like that.

Senator SMITH. That is all; you may be excused.

Mr. EVANS. Thank you.

Witness excused.

Senator SMITH. I would like to ask Mr. Evans, the able seaman, a few further questions. I examined this man in my room last evening, and there is one question I overlooked.

#### FURTHER TESTIMONY OF FRANK OLIVER EVANS.

Senator SMITH. Evans, I think you told me you had served nine years in the Royal Navy?

Mr. EVANS. Yes, sir.

Senator SMITH. Where were you in the lifeboat——

Mr. EVANS (interrupting). Yes, sir.

Senator SMITH. One moment, now. Where were you in the lifeboat when lifeboat No. 14, in charge of Officer Lowe, was tied up to your boat?

Mr. EVANS. No, sir; he was not tied up to us. He came over to us.

Senator SMITH. Where were you when he came over to you?

Mr. EVANS. In the bow of No. 10 boat.

Senator SMITH. You got out of No. 10 boat and got into No. 14 boat with Officer Lowe?

Mr. EVANS. Yes, sir; by his orders, sir.

Senator SMITH. You said you heard Officer Lowe fire four shots from a revolver?

Mr. EVANS. Yes, sir.

Senator SMITH. Where were you at that time?

Mr. EVANS. Going to the assistance of the collapsible boat that was swamped.

Senator SMITH. On the way from the place where you joined Officer Lowe, in boat 14, to the collapsible boat that was being swamped and filled with passengers, men and women——

Mr. EVANS (interrupting). One woman, sir.

Senator SMITH. They were up to their ankles in water?

Mr. EVANS. Yes, sir; the boat was swamped within about 5 or 6 inches of the gunwale, the top of the boat, sir.

Senator SMITH. You heard Officer Lowe and saw him fire his revolver several times?

Mr. EVANS. Yes, sir.

Senator SMITH. In what direction did he point the revolver?



Mr. EVANS. In the air, sir.

Senator SMITH. Did you ask him why he fired?

Mr. EVANS. No, sir.

Senator SMITH. Did he tell you why he fired?

Mr. EVANS. He told the people in this boat it was to warn them not to rush our boat when we got alongside.

Senator SMITH. How many people did you have in your boat, No. 14, with Lowe?

Mr. EVANS. We had one dead and three alive, that we picked up off the wreckage. This man died on the way from the wreckage, sir.

Senator SMITH. This man was a large man?

Mr. EVANS. A very stout man, sir.

Senator SMITH. Do you know his name?

Mr. EVANS. No, sir.

Senator SMITH. Was it Mr. Hoyt?

Mr. EVANS. I could not say; I do not know his name.

Senator SMITH. Did you unfasten his collar?

Mr. EVANS. No, sir; some of the stewards did, sir.

Senator SMITH. In the end of your boat?

Mr. EVANS. Yes, sir.

Senator SMITH. In order that he might breathe?

Mr. EVANS. Yes, sir; in order that he might breathe.

Senator SMITH. Were those all the persons in lifeboat No. 14 at that moment?

Mr. EVANS. Yes, sir; besides the crew.

Senator SMITH. And of how many did the crew consist?

Mr. EVANS. I should say about eight or nine, sir.

Senator SMITH. Then, in your boat at that time was a crew of eight or nine, which included yourself?

Mr. EVANS. Yes, sir.

Senator SMITH. Including Officer Lowe?

Mr. EVANS. Yes, sir.

Senator SMITH. This Mr. Hoyt, whom you picked up out of the water alive, was there?

Mr. EVANS. He was alive when we got him over the side of the boat, into the boat.

Senator SMITH. You picked him up out of the water alive?

Mr. EVANS. Yes, sir.

Senator SMITH. And two other persons?

Mr. EVANS. Three others, sir.

Senator SMITH. Who were these three other persons?

Mr. EVANS. I did not recognize two of them, sir.

Senator SMITH. Did you recognize one?

Mr. EVANS. Yes, sir; the steward, young Stewart.

Senator SMITH. Were the others stewards?

Mr. EVANS. I could not say, sir.

Senator SMITH. Or firemen?

Mr. EVANS. I could not say, sir.

Senator SMITH. Or stokers?

Mr. EVANS. I could not say, sir, which. I did not know them, sir.

Senator SMITH. You do not know whether they were part of the crew or not?

Mr. EVANS. No, sir.

Senator SMITH. How far was this swamped collapsible lifeboat from lifeboat No. 14 when you started to it?

Mr. EVANS. About a mile and a half, sir.

Senator SMITH. How near were you to the swamped boat when Lowe fired those shots?

Mr. EVANS. About 150 yards, sir.

Senator SMITH. Going toward it?

Mr. EVANS. Yes, sir; about 150 yards, sir.

Senator SMITH. Did he say anything at the time he did it?

Mr. EVANS. No, sir; he just mentioned the fact that they must not rush the boat, as it was liable to capsize her.

Senator SMITH. Did you hear Lowe fire three shots when he was lowering from the ship's deck to the water in his lifeboat?

Mr. EVANS. I never seen him, sir, when his boat was being lowered, sir.

Senator SMITH. Did your lifeboat pick up the lamp trimmer?

Mr. EVANS. No, sir.

Senator SMITH. At the time Lowe fired these shots were there many floating bodies about your boat?

Mr. EVANS. No, sir; no floating bodies, sir. We had come away from them.

Senator SMITH. You had come away from them?

Mr. EVANS. Yes, sir. They were around the wreck.

Senator SMITH. How many?

Mr. EVANS. I should think between 150 and 200. We had great difficulty in getting through them to get to the wreck.

Senator SMITH. The collapsible boat, according to this evidence, was from the *Titanic* and had been in the water from about 12 o'clock, or half past 12, that night, until daylight?

Mr. EVANS. Yes, sir; it was daylight when we seen it, sir.

Senator SMITH. At daylight this man saw about 20 people standing upon what he supposed to be floating ice, and in company with Officer Lowe, in lifeboat No. 14, went in that direction. When they got within 150 yards of it Officer Lowe fired these shots. They went up to the boat and took therefrom about 25 passengers?

Mr. EVANS. Between 20 and 25. We left 3 dead ones.

Senator SMITH. About 25 passengers living, including one woman, and you left 3 dead bodies in the swamped boat. While you were standing beside your boat, which was, I believe, No. 12, on the port side, with Officer Murdock, you saw him load that lifeboat?

Mr. EVANS. Yes, sir.

Senator SMITH. Did I understand you correctly last night when you told me that the lifeboat was about 2½ to 3 feet from the ship's side?

Mr. EVANS. That was No. 10 lifeboat, sir.

Senator SMITH. And that women hesitated to get into it at the command of Mr. Murdock, because they could not reach it safely?

Mr. EVANS. Yes, sir.

Senator SMITH. That one woman, in attempting to jump into it, had gone over the side?

Mr. EVANS. Yes, sir; and her foot caught on the rail, and she was suspended in the air.

Senator SMITH. And little children were thrown into it?

Mr. EVANS. Yes, sir.

Senator SMITH. Were pitched into it?

Mr. EVANS. Yes. They had them in their arms, chucking them in.

Senator SMITH. They were chucked in?

Mr. EVANS. Yes, sir.

Senator SMITH. And No. 10 was not filled, was it?

Mr. EVANS. Yes, sir; full to its capacity.

Senator SMITH. But you had some difficulty about getting the people to get in in that way?

Mr. EVANS. Yes, sir.

Senator BOURNE. Who caught the children as they were thrown into the boat?

Mr. EVANS. The first child was passed over, sir, and I caught it by the dress. It was dangling. I had to swing it, and a woman caught it. The remainder of the children—there was a fireman there and with the assistance of a young woman they caught the children as they were dropped into the boat. There were none of the children hurt. That was the only accident, with this woman. She seemed a bit nervous. She did not like to jump, as first, and then when she did jump she did not go far enough, and the consequence was she went between the ship and the boat.

Senator BOURNE. She fell into the water?

Mr. EVANS. No, sir; she did not fall into the water. Her foot caught on the rail on the next deck and she was pulled in by some men underneath. This woman went up again on the boat deck and took another jump and landed safely in the boat.

Senator SMITH. Do you know who she was?

Mr. EVANS. No, sir; I do not know her name.

Senator FLETCHER. Which was the last lifeboat to leave the ship?

Mr. EVANS. The last lifeboat was No. 10. That was the last boat to leave the ship, sir.

Senator FLETCHER. Edward John Buley was on that boat—an able seaman?

Mr. EVANS. Yes, sir; my mate.

Senator FLETCHER. You were both ordered into the boat?

Mr. EVANS. Yes; by Chief Officer Murdock.

Senator FLETCHER. How many men were in that boat?

Mr. EVANS. There were me, and Buley, a fireman, a steward, and one foreigner. The remainder was all women and children.

Senator FLETCHER. Did you have enough men in to row it, to take care of it?

Mr. EVANS. Yes, sir.

Senator FLETCHER. Were the men all ordered in?

Mr. EVANS. Yes, sir; they were ordered in by Chief Officer Murdock.

Senator FLETCHER. Which was the next boat to this one to leave the ship?

Mr. EVANS. I could not tell you, sir. I went away in No. 10, and that was the last boat. That was a big lifeboat.

Senator FLETCHER. Did you help to load No. 12 and No. 14?

Mr. EVANS. Yes, sir. I was on the starboard side, then.

Senator FLETCHER. The boat that preceded No. 10 was what number?

Mr. EVANS. I could not tell you, sir. No. 10 was the last boat, the big boat.

Senator FLETCHER. Did you see the *Titanic* after you rowed away from where she was?

Mr. EVANS. Yes, sir.

Senator FLETCHER. How far did you go away?

Mr. EVANS. About 200 yards.

Senator FLETCHER. How much of the bow was under the water when you left?

Mr. EVANS. She was about 10 feet from the port bow light, sir.

Senator FLETCHER. How far did your boat have to go to get to the water?

Mr. EVANS. It would be guesswork if I told you.

Senator FLETCHER. As near as you can tell.

Mr. EVANS. I should say about 50 feet. I could not tell. I was paying so much attention——

Senator SMITH. Could you see the boat well after you pulled away from her?

Mr. EVANS. You could see her when the lights were clear, and then until she gave the final plunge.

Senator FLETCHER. Did the boat go to pieces or come in two?

Mr. EVANS. She parted between the third and fourth funnels.

Senator FLETCHER. What makes you say that?

Mr. EVANS. The foremost part was gone, and it seemed as if the engines were all gone out.

Senator FLETCHER. You could see the forepart was all gone and you could see the stern come up horizontally?

Mr. EVANS. Yes, sir.

Senator FLETCHER. After the forepart had disappeared the stern came up and was horizontal with the surface of the water?

Mr. EVANS. Yes, sir.

Senator FLETCHER. And how much of the stern; up to what part of the ship; to the funnels?

Mr. EVANS. From the after funnel to the ensign mast.

Senator FLETCHER. About how much of the ship was afloat then, after the forepart had gone down?

Mr. EVANS. I should say about 200 feet was afloat; that is, of the stern part.

Senator FLETCHER. Could you see that clearly in the outline?

Mr. EVANS. You could see that in the outline. Then she made a sudden plunge, and the stern went right up.

Senator FLETCHER. Then she plunged forward and went right down?

Mr. EVANS. Plunged forward, perpendicular, sir.

Senator FLETCHER. How long was the stern afloat in that horizontal position?

Mr. EVANS. About four or five minutes, I should judge.

Senator FLETCHER. You were too far away to see whether there were any passengers on the stern?

Mr. EVANS. Yes, sir; I was too far away to see that.

Senator FLETCHER. Was there any light in this boat, No. 10?

Mr. EVANS. No, sir.

Senator FLETCHER. No lantern?

Mr. EVANS. No lantern at all.

Senator FLETCHER. Was there any in No. 12, do you know?

Mr. EVANS. I could not say about No. 12.

Senator FLETCHER. Were there any other supplies in No. 10?

Mr. EVANS. In No. 10, yes, sir; there was in the tank forward, and the aft one was loaded with biscuits and kegs of water, with a small drinking cup.

Senator SMITH. I will ask the sergeant at arms if the captain of the *Mount Temple* is here?

Mr. CORNELIUS. We have not seen him. He has not reported to anybody.

Senator SMITH. Then we will stand adjourned until 10 o'clock to-morrow morning.

At 6 o'clock the subcommittee adjourned until to-morrow, Saturday, April 27, 1912, at 10 o'clock a. m.

# **“TITANIC” DISASTER**

---

VK1255  
T5

## **HEARING**

**BEFORE A**

## **SUBCOMMITTEE OF THE COMMITTEE ON COMMERCE UNITED STATES SENATE**

**SIXTY-SECOND CONGRESS**

**SECOND SESSION**

**PURSUANT TO**

### **S. RES. 283**

**DIRECTING THE COMMITTEE ON COMMERCE TO INVESTIGATE THE CAUSES LEADING TO THE WRECK OF THE WHITE STAR LINER “TITANIC”**

---

### **PART 9**

---

**Printed for the use of the Committee on Commerce**

---

**WASHINGTON  
GOVERNMENT PRINTING OFFICE**

**1912**

**SUBCOMMITTEE OF THE COMMITTEE ON COMMERCE.**

**UNITED STATES SENATE.**

**WILLIAM ALDEN SMITH, Michigan, *Chairman.***

**GEORGE C. PERKINS, California.**

**F. M. SIMMONS, North Carolina.**

**JONATHAN BOURNE, JR., Oregon.**

**FRANCIS G. NEWLANDS, Nevada.**

**THEODORE E. BURTON, Ohio.**

**DUNCAN U. FLETCHER, Florida.**

**W. M. MCKINSTRY, *Clerk.***



LIST OF WITNESSES.

---

	Page.
Bright, Arthur John.....	799
Burke, William.....	789
Crawford, Alfred.....	794, 810
Cunningham, Andrew.....	758
Etches, Henry Samuel.....	778
Franklin, P. A. S.....	755
Lightoller, Charles H.....	723, 753
Moore, Capt. James Henry.....	725
Ray, Frederick D.....	766



# **"TITANIC" DISASTER.**

**SATURDAY, APRIL 27, 1912.**

**SUBCOMMITTEE OF THE COMMITTEE ON COMMERCE,  
UNITED STATES SENATE,  
Washington, D. C.**

The subcommittee met at 10.20 o'clock a. m.

Present: Senators Smith (chairman), Perkins, and Fletcher.

## **TESTIMONY OF CHARLES H. LIGHTOLLER—Recalled.**

Senator SMITH. Mr. Lightoller, are you familiar with the ship's crew of the *Titanic* when she left Southampton, and at the time of the accident?

Mr. LIGHTOLLER. You are speaking of the seamen, are you, sir?

Senator SMITH. Yes.

Mr. LIGHTOLLER. Yes, sir.

Senator SMITH. Have you ever known Luis Klein?

Mr. LIGHTOLLER. Not amongst the seamen.

Senator SMITH. Was there such a member of the crew of the *Titanic*?

Mr. LIGHTOLLER. I am given to understand that there was one man named Klein, who was a second-class barber. That man is personally known to me. He is the only Klein who was on board so far as I know.

Senator SMITH. Did he survive?

Mr. LIGHTOLLER. He did not.

Senator SMITH. Who was the barber? Do you recall him by name?

Mr. LIGHTOLLER. Klein.

Senator SMITH. No; I do not mean him. This was the assistant—Klein, the man you speak of. I want to know who the barber was. Who was the principal barber on that ship?

Mr. LIGHTOLLER. The first-class barber?

Senator SMITH. Yes.

Mr. LIGHTOLLER. I forget his name, sir.

Senator SMITH. Do you know whether he survived?

Mr. LIGHTOLLER. He did not.

Senator SMITH. I would like to have you be very sure of that, sir.

Mr. LIGHTOLLER. Of which, sir?

Senator SMITH. Of that last statement. Will you kindly make yourself very certain of that? I am in communication with the first-class barber, who is an American, the only American, I believe, who was in the crew, and I would like to have you think over whether there was more than the one first-class barber, so that we may have no conflict about this man.

Mr. LIGHTOLLER. To the best of my knowledge and belief the first-class barber was not saved, unless I have been misinformed. [After consulting memorandum] I am very sorry, sir; I see that the first-class barber is here.

Senator SMITH. What is his name?

Mr. LIGHTOLLER. Whitman or Whiteman.

Senator SMITH. W-h-i-t-m-a-n?

Mr. LIGHTOLLER. Yes.

Senator SMITH. I have just been handed by a surviving passenger a memorandum, and he says that this barber is now at Palmyra, N. J. Would you like to correct your statement in that respect?

Mr. LIGHTOLLER. Yes; I would. The first-class barber evidently is the survivor.

Senator SMITH. But you are positive that the only Klein in the crew did not survive?

Mr. LIGHTOLLER. He did not survive, to the best of my knowledge and belief.

Senator SMITH. Did you see a man here in my office this week who claimed to be Lewis Klein, a surviving member of the crew of the *Titanic*?

Mr. LIGHTOLLER. I believe that I did, sir.

Senator SMITH. Had you ever seen him before?

Mr. LIGHTOLLER. Never.

Senator FLETCHER. Could he have been the stowaway who was found in one of the lifeboats?

Mr. LIGHTOLLER. I really could not say, sir. I know the man that Senator Smith speaks of as being in his office, and I certainly never saw him before.

Senator SMITH. You recall that the stowaway referred to as having sneaked into the boat with a shawl and a dress on had a broken arm? This man you saw in my office did not have a broken arm, did he?

Mr. LIGHTOLLER. Not as far as I could see, sir.

Senator SMITH. Do you know who made up the list of the surviving members of the crew?

Mr. LIGHTOLLER. I made up the list for the seamen and Hardy, the assistant second-class steward, made up a list for the victualing department.

Senator SMITH. Was any list made on the *Carpathia* of the survivors of the crew?

Mr. LIGHTOLLER. Yes.

Senator SMITH. And you feel that you have an accurate list?

Mr. LIGHTOLLER. I feel that I have. I went through all the seamen and firemen personally. The stewards I left to Mr. Hardy to identify.

Senator SMITH. Is Mr. Hardy here?

Mr. LIGHTOLLER. We can get him in a few minutes. He has gone to his hotel.

Senator SMITH. I would like to have Mr. Hardy called, and I would like to ask you if you have filed with the committee a complete list of the surviving members of the crew, as requested?

Mr. LIGHTOLLER. No, sir; not the complete list; not that I remember. I have given it to two or three. I do not know whether I gave it to the committee.

Senator SMITH. Will you kindly supply the committee with a complete list?

Mr. LIGHTOLLER. Yes.

Senator SMITH. And I would like it, if possible, during the day.

Mr. LIGHTOLLER. I will have it done at once.

Senator SMITH. I would like to have it indicate the vocation of each.

Mr. LIGHTOLLER. Exactly.

Senator SMITH. And, if possible, give the full name of each.

Mr. LIGHTOLLER. Yes.

Senator SMITH. And his place of residence.

Witness excused.

### TESTIMONY OF CAPT. JAMES HENRY MOORE.

The witness was sworn by the chairman.

Senator SMITH. Where do you reside, Captain?

Mr. MOORE. Liverpool, sir.

Senator SMITH. What is your business?

Mr. MOORE. I am master of the steamship *Mount Temple*, sir.

Senator SMITH. And your business is that of a navigator or mariner?

Mr. MOORE. A navigator; yes, sir.

Senator SMITH. How long have you been engaged in that business?

Mr. MOORE. I have been going to sea for 32 years, sir.

Senator SMITH. How much of that time in the north Atlantic Ocean?

Mr. MOORE. Twenty-seven years, sir.

Senator SMITH. Are you familiar with ice and icebergs?

Mr. MOORE. Yes, sir.

Senator SMITH. Tell the committee what you know about ice and icebergs and the prevalence of ice in the north Atlantic?

Mr. MOORE. An iceberg is a piece of ice broken away from a glacier up in the Arctic regions. It may be composed of anything; ice, rocks, or anything it can gather up on its way to the sea.

Senator SMITH. Do you know how much of an iceberg is submerged?

Mr. MOORE. It is generally supposed that seven-eighths of it is submerged, sir.

Senator SMITH. What is the largest iceberg you have ever seen?

Mr. MOORE. I could not say just at the moment, but I dare say I have seen them 300 or 400 feet long and about the same height, sir.

Senator SMITH. Did you notice the National Capitol when you came up here this morning? Did you notice that building?

Mr. MOORE. Yes; but it would be hard to judge from that, sir. I dare say I have seen some larger than that, but I am giving that as a conservative size.

Senator SMITH. Do you know of any manner or method of obtaining information regarding the proximity of vessels at sea to icebergs other than by actual vision?

Mr. MOORE. We usually take the temperature of both the air and the water, sir.

Senator SMITH. What does that indicate?

Mr. MOORE. If we are approaching an ice field, the chances are that the temperature will go down; but when approaching an iceberg it does not make any difference whatever, sir, except you get very, very close to it.

Senator SMITH. Have you ever heard of the practice of sounding the steam whistle in order to get an indication as to whether or not icebergs are ahead?

Mr. MOORE. I do not think that that is generally done. I have never tried it, but I have tried it when I have been near high cliffs.

Senator SMITH. What was the result?

Mr. MOORE. You do sometimes get an echo back, sir.

Senator SMITH. What does that indicate?

Mr. MOORE. That you are close to something that is obstructing the waves of sound.

Senator SMITH. What is the purpose of taking the water, and testing it, on a voyage?

Mr. MOORE. We take it right along, sir. We have logs we make up for the Hydrographic Office in Washington, sir; and we also have them for the British Geographical Society, sir—the British Meteorological Society, rather—and we supply them with all those data. We give them the barometer and the thermometer, the temperature of the water, and all such things as that sir.

Senator SMITH. I believe you said the temperature of both the water and the air might indicate the presence of field ice?

Mr. MOORE. Yes, sir.

Senator SMITH. But not necessarily the presence of a floating iceberg?

Mr. MOORE. No, sir; because a large field of ice, I think, would make some difference in the temperature, but just a solitary berg, without you are close to it, I do not think makes any difference at all. In fact, I tried it several times, and I did not find any difference. I do not think it indicates the presence of an iceberg, but it will indicate the presence of a large body of ice, such as an ice field.

Senator SMITH. From your experience and observation have you ever heard explosions from icebergs?

Mr. MOORE. No, sir.

Senator SMITH. Have you seen icebergs both by day and by night?

Mr. MOORE. Yes, sir.

Senator SMITH. What is their color by day?

Mr. MOORE. White, sir.

Senator SMITH. What is their color by night?

Mr. MOORE. It just depends on which way you have the lights, sir.

Senator SMITH. Suppose you have merely the sky light?

Mr. MOORE. Then they will show up white, sir—white and luminous.

Senator SMITH. Suppose you have moonlight?

Mr. MOORE. It just depends on which way you have the moon, whether at the back of the iceberg or not, sir.

Senator SMITH. Do they at any time look black?

Mr. MOORE. Yes, sir.

Senator SMITH. Under what circumstances?

Mr. MOORE. When you have the light behind them from you, sir.

Senator SMITH. That is at night?

Mr. MOORE. At night, sir.

Senator SMITH. Where is your vessel now?

Mr. MOORE. She is on her way to Halifax, sir.

Senator SMITH. Where were you and your vessel on Sunday, April 14, last?

Mr. MOORE. At 12.30 on Monday morning——

Senator SMITH (interposing). Give the date.

Mr. MOORE. The 15th, sir. I was in latitude  $41^{\circ} 25'$  and longitude  $51^{\circ} 15'$ , sir. I believe that is correct.

Senator SMITH. What time of day was that?

Mr. MOORE. At 12.30 a. m.

Senator SMITH. Was it New York time or ship's time?

Mr. MOORE. That was ship's time, sir. [After consulting a memorandum]  $41^{\circ} 25'$  north and  $51^{\circ} 41'$  west was my position.

Senator SMITH. What hour was this in the morning?

Mr. MOORE. 12.30 a. m., sir.

Senator NEWLANDS. Ship's time?

Mr. MOORE. Ship's time.

Senator FLETCHER. What date was that?

Mr. MOORE. The 15th.

Senator FLETCHER. Kindly give the longitude at that time.

Mr. MOORE. The longitude was  $51^{\circ} 14'$  west.

Senator SMITH. When was your ship's clock set?

Mr. MOORE. At noon the day before, sir.

Senator SMITH. That would be Sunday?

Mr. MOORE. Yes, sir; or, rather, before noon. It was during what they call the forenoon watch, sir.

Senator SMITH. I would like to have you tell in your own way what, if anything especially, occurred on that voyage of yours on Sunday and Monday. Just tell what you did, what you saw, and where you saw it.

Mr. MOORE. At 12.30 a. m. on the 15th I was awakened by the steward from my sleep with a message from the Marconi operator, sir.

Senator SMITH. On your ship?

Mr. MOORE. On my ship; yes, sir. I immediately switched on the light and took a message that the operator sent up to me which said that the *Titanic* was sending out the C. Q. D. message, and in the message it said “iceberg.”

Senator SMITH. Have you the message?

Mr. MOORE. Yes, sir.

Senator SMITH. Just read it, please.

Mr. MOORE. *Titanic* sends——

Senator SMITH (interposing). Kindly give the date line, if any; the hour, if any; and to whom that message is addressed, if to anyone.

Mr. MOORE. It was a general message, sir.

*Titanic* sends C. Q. D. Requires assistance. Position  $41^{\circ} 44'$  north, longitude  $50^{\circ} 24'$  west. Come at once. Iceberg.

Senator SMITH. Who signed that, if anybody?

Mr. MOORE. This is just a message he picked up, sir. He happened to hear it. He was sending this up at once to me.

Senator SMITH. Can you file that with the reporter?



Mr. MOORE. Yes, sir.

The message referred to was thereupon filed with the committee and marked “Exhibit Moore, No. 1.”

Senator SMITH. Did you make any reply to that message?

Mr. MOORE. None whatever. We did not want to stop these messages from going out, sir. He makes a remark at the bottom, “Can’t hear me.”

Senator SMITH. On this message?

Mr. MOORE. Yes, sir. You will see it on the bottom, there—“Can’t hear me.”

Senator SMITH. What is the initial under that?

Mr. MOORE. That is my operator’s, sir.

Senator SMITH. What did you do after receiving this message?

Mr. MOORE. I immediately blew the whistle on the bridge. I have a pipe leading down from the bridge, and I blew the whistle at once, and told the second officer to put the ship on north  $45^{\circ}$  east, sir, and to come down at once, and I informed him what was the matter, and told him to get the chart out. When I was sufficiently dressed I went up to my chart room, and we computed where the ship was, and we afterwards steered east by compass.

Senator SMITH. Did you make any progress in your movements?

Mr. MOORE. We turned her right around at once, sir, and then when he came down we took the chart out and found out where the *Titanic* was and steered her by the compass north  $65^{\circ}$  east true.

Senator SMITH. In the direction of the *Titanic*?

Mr. MOORE. In the direction of the *Titanic*; yes, sir. After I was sufficiently dressed I went down to the chief engineer and I told him that the *Titanic* was sending out messages for help, and I said “Go down and try to shake up the fireman, and, if necessary, even give him a tot of rum if you think he can do any more.” I believe this was carried out. I also told him to inform the fireman that we wanted to get back as fast as we possibly could.

Senator SMITH. At the time that you got this message from the *Titanic*, judging from the position that vessel was in and your position,  $41^{\circ} 44'$  north, longitude  $50^{\circ} 24'$  west, how far did you estimate the *Titanic* was at that time from your vessel?

Mr. MOORE. Before we had laid the course off I received another position, which read  $41^{\circ} 46'$  north,  $50^{\circ} 14'$  west; so that was 10 miles farther to the eastward, and it was that position that I laid my course for.

Senator SMITH. After satisfying yourself as to her position, how far was the *Titanic* from your vessel?

Mr. MOORE. About 49 miles, sir.

Senator SMITH. After you got well under way, what speed were you making?

Mr. MOORE. I should imagine perhaps  $11\frac{1}{2}$  knots. Of course, perhaps she would have a little of the Gulf Stream with her too, sir.

Senator SMITH. What occurred then?

Mr. MOORE. At about 3 o’clock we began to meet the ice, sir.

Senator SMITH. Where? From which direction?

Mr. MOORE. We were passing it on our course. We met ice on our course. I immediately telegraphed to the engine room to stand by the engines, and we double-lookouted, and put the fourth officer

forward to report if he saw any ice coming along that was likely to injure us, or, in fact, any ice at all.

Senator SMITH. You say you doubled the lookout?

Mr. MOORE. Yes, sir.

Senator SMITH. Let us get into the record exactly what you mean by that.

Mr. MOORE. Before this we had only one man on the lookout, sir.

Senator SMITH. One man in the crow's nest?

Mr. MOORE. One man in the crow's nest, and we put another man on the forward bridge, and the fourth officer we put on the fore-castle head, so, if the ice was low down, he perhaps could see it farther than we could on the bridge.

Senator SMITH. Did you take any other precautions to avoid danger or accident?

Mr. MOORE. Not at that time, sir. We had the lookout, and the engines were at “stand by,” sir.

Senator SMITH. So you were simply protecting yourself against ice at that time?

Mr. MOORE. That is all, sir.

Senator SMITH. And you had stopped your boat?

Mr. MOORE. Oh, no, sir. We had only the engines at “stand by.”

Senator SMITH. Were you stopped at any time?

Mr. MOORE. We were stopped; yes.

Senator SMITH. So I understand you.

Mr. MOORE. At 3.25 by our time we stopped.

Senator SMITH. Where were you then; in what position was your ship?

Mr. MOORE. I should say we were then about 14 miles off the *Titanic's* position.

Senator SMITH. Can you tell me just what your position was; did you take it?

Mr. MOORE. I could not; I could not take any position. There was nothing—I could not see——

Senator SMITH. You judged you were 14 miles from the *Titanic*?

Mr. MOORE. That is what I estimate.

Senator FLETCHER. What time was that?

Mr. MOORE. At 3.25 o'clock.

Senator SMITH. Was it dark or was day breaking?

Mr. MOORE. It was dark, then, sir.

Senator SMITH. What did you do then?

Mr. MOORE. I stopped the ship. Before that I want to say that I met a schooner or some small craft, and I had to get out of the way of that vessel, and the light of that vessel seemed to go out.

Senator SMITH. The light of the schooner seemed to go out?

Mr. MOORE. The light of the schooner; yes. When this light was on my bow, a green light, I starboarded my helm.

Senator SMITH. The schooner was between you and the *Titanic's* position?

Mr. MOORE. Yes, sir.

Senator SMITH. And in your track?

Mr. MOORE. She was a little off our bow, and I immediately starboarded the helm and got the two lights green to green, sir.

Senator SMITH. Was this schooner coming toward you?

Mr. MOORE. I was steering east and this green light was opening to me.

Senator SMITH. Was he evidently coming from the direction in which the *Titanic* lay?

Mr. MOORE. Somewhere from there, sir. Of course, had he been coming straight he would have shown me his two lights, sir.

Senator SMITH. I have been informed that a derelict schooner was in the sea in that vicinity that night without anyone aboard her. Can you tell me whether or not this schooner was inhabited?

Mr. MOORE. I could not say, sir. All I could see was the lights. It was dark.

Senator SMITH. You saw a light on the schooner?

Mr. MOORE. A light on the schooner; yes, sir.

Senator SMITH. Where was that light?

Mr. MOORE. I could not say where the light was on the schooner, but I dare say——

Senator SMITH. Whether it was fore or aft?

Mr. MOORE. No, sir; I could not say.

Senator SMITH. The light, however, would indicate that it was inhabited?

Mr. MOORE. At that time; yes, sir.

Senator SMITH. You had no communication with any person, and did not see any person, on that schooner, yourself?

Mr. MOORE. Oh, no, sir. It was quite dark.

Senator SMITH. How much nearer the *Titanic's* position do you think that schooner was than your boat at the time you have——

Mr. MOORE. I should say this light could not have been more than a mile or a mile and a half away, because I immediately put my helm hard astarboard, because I saw the light, and after I got the light on the starboard bow then the light seemed to suddenly go out. I kept on and then the quartermaster must have let her come up toward the east again, because I heard the foghorn on this schooner. He blew his foghorn, and we immediately put the helm hard astarboard, and I ordered full speed astern and took the way off the boat.

Senator SMITH. You think the schooner was within a short distance of the *Titanic*?

Mr. MOORE. I thought she was within a short distance of us, because I put the engines full astern to avoid her.

Senator SMITH. Now, let us see if we understand one another. How far was this schooner from you?

Mr. MOORE. Well, I should think at that time we could not have been so far apart. I could not judge, because you can not judge by a light at sea.

Senator SMITH. At 3.25 a. m. you think you were 14 miles away from the *Titanic*?

Mr. MOORE. Yes, sir.

Senator SMITH. At about that time you saw this schooner?

Mr. MOORE. Oh, no; it was just shortly after 3 o'clock when I saw the schooner, sir.

Senator SMITH. That is what I say—about 3.25?

Mr. MOORE. No; just shortly after 3 o'clock I saw the schooner. That was before I stopped her on account of the ice getting so thick, sir. As a matter of fact, I did not stop her altogether; I simply

stopped the engines and let the way run off the ship and then proceeded slowly.

Senator SMITH. One light, you said, was on the schooner?

Mr. MOORE. One light. I just saw the one light. He would have his starboard side open to me.

Senator SMITH. What did you do then, after the schooner passed and got out of the way?

Mr. MOORE. I put her on her course again, sir.

Senator SMITH. I want to be certain that the schooner was as near the *Titanic* as I thought I understood you to say it was.

Mr. MOORE. I should say the schooner, from the position of the *Titanic*, would be, perhaps, 12½ to 13 miles.

Senator SMITH. Exactly; and from you at the same time?

Mr. MOORE. At that time it would be farther off, because it was 3.25 when I stopped the ship; I reckon it was shortly after 3 o'clock. I could not give the times, because I did not take them; but at 3.25 I was 14 miles off. This was shortly after 3 o'clock, when I met the schooner, and had to starboard to get out of the way. That meant I starboarded about two points.

Senator SMITH. About how fast was that schooner moving?

Mr. MOORE. He could not have been moving very fast.

Senator SMITH. How fast? Just give your best judgment.

Mr. MOORE. I dare say she would be making a couple of knots an hour. Some time after that the breeze sprang up until we had quite a fresh breeze.

Senator SMITH. This schooner came from the direction of the *Titanic's* position?

Mr. MOORE. Fairly well, sir. You see, I was going north 65° east, and he angled a bit to the south, because if he had come directly from the other, of course, he would have shown me two lights, sir.

Senator SMITH. What I am trying to get at is this: One or two of the ship's officers of the *Titanic* say that after the collision with the iceberg they used the Morse signals and rockets for the purpose of attracting help, and that while they were using these rockets and displaying the Morse signals they saw lights ahead, or saw lights, that could not have been over 5 miles from the *Titanic*. What I am seeking to develop is the question as to what light that was they saw.

Mr. MOORE. Well, it may have been the light of the tramp steamer that was ahead of us, because when I turned there was a steamer on my port bow.

Senator SMITH. Going in the same direction?

Mr. MOORE. Almost in the same direction. As he went ahead, he gradually crossed our bow until he got on the starboard bow, sir—on our starboard bow.

Senator SMITH. Did you see that ship yourself?

Mr. MOORE. I saw it myself. I was on the bridge all the time.

Senator SMITH. Did you communicate with it by wireless?

Mr. MOORE. I do not think he had any wireless; I am sure he had no wireless, because in the daylight I was close to him.

Senator SMITH. How large a vessel was it?

Mr. MOORE. I should say a ship of about 4,000 or 5,000 tons.

Senator SMITH. How large a vessel is the *Mount Temple*, which you command?

Mr. MOORE. Six thousand six hundred and sixty-one tons register.

Senator SMITH. And the *Mount Temple* is one of the fleet of the Canadian Pacific Railway?

Mr. MOORE. Yes, sir.

Senator SMITH. Did you come close enough to that ship to which you have just referred to determine what she was?

Mr. MOORE. As to her name, sir?

Senator SMITH. Her name?

Mr. MOORE. No; I did not get her name.

Senator SMITH. Or her character?

Mr. MOORE. I think she was a foreign ship, sir. She was not English. I do not think she was English, because she did not show her ensign.

Senator SMITH. Do you know the vessel *Helig Olav*?

Mr. MOORE. No, sir.

Senator SMITH. Have you seen that vessel since you saw her early that morning—Monday?

Mr. MOORE. I saw her until after 9 o'clock, sir.

Senator SMITH. But had no communication with her?

Mr. MOORE. Had no communication with her. We were trying to pick him out in the signal book, and we were trying to signal with him, because I think he was under the impression that I was going to the eastward, that I was bound to the eastward, and I think when I turned back after we both stopped, when we found the ice too heavy, he followed me, because when I turned around, after finding the ice too heavy to the southward, after I went to the southward later on in the morning, when it got daylight, and I went down to where he was, thinking he perhaps had gotten into a thin spot, when I got there he had stopped, he had found the ice too heavy. I went a little farther, and I turned around because it was getting far too heavy to put the ship through. But that would be about 5, or perhaps half past 5, in the morning, sir.

Senator SMITH. You have no means of determining what the name of that vessel is, or what the name of the commander is?

Mr. MOORE. I had no communication with him whatever, sir.

Senator SMITH. Were you close enough to see whether her funnel was of any special color?

Mr. MOORE. If I can remember rightly it was black, with some device in a band near the top.

Senator SMITH. You have never seen her since that night?

Mr. MOORE. I have not seen her since the morning I saw her, after 9 o'clock in the morning, because she followed me right around this ice pack, you know, sir.

Senator SMITH. Did you get any nearer the *Titanic's* position given you in the wireless C. Q. D. message than the point you have just mentioned?

Mr. MOORE. At 3.25 I stopped the engines, and then went slowly to avoid the ice, because it was too dark to proceed full speed on account of the ice.

Senator SMITH. Did you reach the *Titanic's* position?

Mr. MOORE. I reached the *Titanic's* position. I reckon I was very close to that position, either that position or very close to it, at 4.30 in the morning, sir.

Senator SMITH. Was there any other vessel there at that time?

Mr. MOORE. None except the tramp, sir.

Senator SMITH. Except the tramp that cut across——

Mr. MOORE. That cut across my bow. I could see him then. He was a little to the southward of me, but ahead of me, sir.

Senator SMITH. When you were at that point what did you do and what did you see?

Mr. MOORE. I saw a large ice pack right to the east of me, sir; right in my track—right in my course.

Senator SMITH. How large?

Mr. MOORE. In consulting my officers as to the breadth of this, one said it was 5 miles and another said it was 6 miles.

Senator SMITH. How wide was it?

Mr. MOORE. That was the width of it.

Senator SMITH. How long was it?

Mr. MOORE. Of course it extended as far as the eye could reach, north and south, sir.

Senator SMITH. Twenty miles or more?

Mr. MOORE. I should say 20 miles, perhaps more than that. It was field ice and bergs.

Senator SMITH. Bergs also?

Mr. MOORE. Yes; bergs interspersed in the pack, sir, and boulders.

Senator SMITH. How many bergs were there?

Mr. MOORE. I should say, altogether, there must have been between 40 and 50 I counted that morning.

Senator SMITH. And varying in size?

Mr. MOORE. Varying in size.

Senator SMITH. From what?

Mr. MOORE. Some were very long and square, but very low in the water. Others were high and of various shapes.

Senator SMITH. How high was the highest—the largest one?

Mr. MOORE. I should say fully-200 feet high, sir.

Senator SMITH. Do you know the height of the *Titanic* from the water's edge?

Mr. MOORE. On my boat, when she is light, it is about 50 feet from the water line to my bridge.

Senator SMITH. The *Titanic*, according to the testimony, was 70 feet from the water line; and you say this largest iceberg that you saw was 200 feet above the water line?

Mr. MOORE. About that, I should think, sir.

Senator SMITH. How far were they from you?

Mr. MOORE. We got near to several of them, sir.

Senator SMITH. How near?

Mr. MOORE. Not more than a mile or so off, sir.

Senator SMITH. Did you become apprehensive when they got that close?

Mr. MOORE. Not a mile, sir; oh, no.

Senator SMITH. You could see farther away than a mile?

Mr. MOORE. Yes. In some cases you may get close to them; in others they have long spurs running underneath the water. In daytime in clear water you can see the spurs, because they show quite green under the water. Of course, my orders to my officers are to give them a wide berth; not take any chances whatever.



Senator SMITH. The night that you doubled your lookout did you use glasses in the crow's nest or have a searchlight, or anything of that kind?

Mr. MOORE. No, sir.

Senator SMITH. Do you ever use glasses in the crow's nest?

Mr. MOORE. Never, sir.

Senator SMITH. You use them on the bridge?

Mr. MOORE. Yes, sir. Every officer has his own glasses, and then the ship provides glasses besides.

Senator SMITH. Have you ever been in the north Atlantic on a vessel equipped with searchlights?

Mr. MOORE. No, sir.

Senator SMITH. I should like your judgment as to whether or not searchlights in darkness and in fog would prove an advantage in detecting icebergs in your path?

Mr. MOORE. In fog they are utterly useless, sir.

Senator SMITH. And in clear weather?

Mr. MOORE. If you had a very powerful projector it might be of some use, but in fog it would be just like throwing that light on a blank wall.

Senator SMITH. Have you ever been aboard a British battleship or any ship of the British Navy?

Mr. MOORE. Not for many years, sir.

Senator SMITH. Have you ever been aboard any ship that found a buoy with a searchlight?

Mr. MOORE. No, sir.

Senator SMITH. Do you know if it is not customary in tortuous channels to search out even minute objects, like buoys marking the course in the river or sea, with searchlights?

Mr. MOORE. I have never had any experience. Of course, I know they use the searchlight in the Suez Canal.

Senator SMITH. How do you know it?

Mr. MOORE. From conversations with others, and I have heard so from my officers who have been through the Suez Canal.

Senator SMITH. They rely on the searchlight to quite a considerable extent in going through the Suez Canal, do they not?

Mr. MOORE. Yes; but the ships are going very slowly, sir.

Senator SMITH. You know the British naval vessels are equipped with searchlights?

Mr. MOORE. Yes; I have seen them very often when I have been going up the English Channel. I have seen them very often using those, sir.

I should say a very powerful light would be of use in an ice pack, sir, provided there was no fog.

Senator SMITH. I want to go back to the scene of the *Titanic* collision for a moment. When you arrived at the *Titanic's* position, it was along after 4 in the morning?

Mr. MOORE. Half past 4, sir; that is, I reckoned we were at that position at half past 4, sir.

Senator SMITH. Monday morning?

Mr. MOORE. Yes, sir.

Senator SMITH. After the wreck?

Mr. MOORE. Yes, sir.



Senator SMITH. What did you see there, if anything?

Mr. MOORE. I saw nothing whatever, sir.

Senator SMITH. Any wreckage from the *Titanic*?

Mr. MOORE. I saw nothing; but I saw this tramp steamer, sir.

Senator SMITH. No wreckage?

Mr. MOORE. Nothing whatever, sir, in the way of wreckage.

Senator SMITH. Any floating corpses?

Mr. MOORE. Nothing at all, sir.

Senator SMITH. Any abandoned lifeboats?

Mr. MOORE. Nothing whatever, sir.

Senator SMITH. Any floating bodies?

Mr. MOORE. Nothing whatever, sir.

Senator SMITH. How long did you stay in that position?

Mr. MOORE. We searched around to see if there was a clear place we could go through, because I feared the ice was too heavy for me to push through it. Of course, I reckoned I was somewhere near, if not at, the *Titanic's* position that he gave me, which afterwards proved correct, when I got observations in the morning, sir. I searched for a passage to get through this pack, because I realized that the *Titanic* could not have been through that pack of ice, sir. I steered away to the south-southeast true, because I thought the ice appeared thinner down there, sir. When I got down, I got within about a mile or so of this other ship, which had already stopped, finding the ice was too strong for it to go through.

Senator SMITH. What did you do after discovering that there was no wreckage nor any service you could render?

Mr. MOORE. When I found the ice was too heavy, I stopped there and just turned around—slowed down and stopped her—and searched for a passage, and I could not see any passage whatever, sir. I had a man pulled up to the masthead in a bowline, right to the foretopmast head, and I had the chief officer at the mainmast head, and he could not see any line through the ice at all that I could go through.

Senator SMITH. Some passengers on your vessel, Sunday night about midnight, claim to have seen these rockets from the decks of the *Titanic*. Have you heard anything about that?

Mr. MOORE. I have read it in the papers, sir; but as a matter of fact, I do not believe there was a passenger on deck at 12 o'clock at night. I am positive, because they would not know anything at all about this, and you may be sure that they would be in their beds. I know the steward tells me there was nobody on deck; that is, the night watchman at the aft end. At the forward end there was nobody on deck. The man in what we call the permanent steerage that passes under the bridge deck—we have a permanent steerage there, and the other, of course, is a portable one we can take down—and nobody saw a passenger on deck, sir.

Senator SMITH. You were on the bridge immediately following the warning?

Mr. MOORE. Yes, sir; I was on the bridge.

Senator SMITH. And the danger call?

Mr. MOORE. Yes, sir.

Senator SMITH. Did you make an effort to see this vessel or its lights or signals?

Mr. MOORE. Oh, yes, sir; I had all the officers on deck as soon as ever we turned around. I sent down and got all the officers and the crew out and we commenced to swing the boats out.

Senator SMITH. And got ready to give assistance?

Mr. MOORE. We had the gangway ready for lowering, and we had ladders ready to put over the side; we had ropes with riggings in the ends to lower over; we had lifeboats and life belts and everybody was on hand and everything was all made ready along the deck.

Senator SMITH. How many lifeboats did you have?

Mr. MOORE. Twenty, sir.

Senator SMITH. What was the passenger capacity of your vessel?

Mr. MOORE. We could accommodate about 1,000 in the lifeboats.

Senator SMITH. About 1,000 in the lifeboats?

Mr. MOORE. Yes, sir.

Senator SMITH. How many could you accommodate in the *Mount Temple*, comfortably?

Mr. MOORE. With the 20 boats, sir; we reckoned we could accommodate 1,000 people in them.

Senator SMITH. I guess we do not understand each other. I want to know if you can tell me what the passenger capacity of the *Mount Temple* is? How many people is that ship arranged to accommodate?

Mr. MOORE. They had no permanent arrangement——

Senator SMITH (interposing). Is it a passenger boat?

Mr. MOORE. She is really not what you call a passenger boat. We are an immigrant ship. We simply have passenger accommodations permanently for about 160 passengers, and 6 in the second cabin.

Senator SMITH. How many in the second cabin?

Mr. MOORE. Six. We have two rooms.

Senator SMITH. Two rooms in the second cabin?

Mr. MOORE. That is our saloon.

Senator SMITH. And accommodations for about 160 passengers?

Mr. MOORE. 160 permanent, sir.

Senator SMITH. And you carry 20 lifeboats?

Mr. MOORE. Yes, sir.

Senator SMITH. Besides the life belts?

Mr. MOORE. Yes, sir.

Senator SMITH. Were those lifeboats the standard lifeboats?

Mr. MOORE. Yes, sir.

Senator SMITH. Or were they collapsible?

Mr. MOORE. There were only two collapsible boats, sir.

Senator SMITH. Were there any emergency boats?

Mr. MOORE. Yes, sir.

Senator SMITH. How many?

Mr. MOORE. There are four on the lower deck.

Senator SMITH. Besides those 20?

Mr. MOORE. Those are included in the 20.

Senator SMITH. And two collapsibles?

Mr. MOORE. Two collapsibles.

Senator SMITH. And, altogether, your emergency boats, collapsibles, and lifeboats numbered 20?

Mr. MOORE. Yes, sir.

Senator SMITH. How did you happen to have just 20?

Mr. MOORE. There are eight pairs of davits on each side. We had two aft inside of the others—inside of the ones under the davits—and there were two collapsible boats on the boat deck amidships.

Senator SMITH. My question was directed to whether or not the 20 lifeboats you carried on the *Mount Temple*, with a passenger capacity of 160 people, were in accordance with the regulations of the British Board of Trade?

Mr. MOORE. Oh, yes, sir; we had more than our requirements from the British Board of Trade—that is, for the tonnage of the ship.

Senator SMITH. So, if any accident had happened to your vessel, such as happened to the *Titanic*, on a clear, calm night, with no sea, you had ample accommodations—

Mr. MOORE. No, sir.

Senator SMITH. One moment, please. You had ample accommodations on the *Mount Temple* for your passengers, had you?

Mr. MOORE. No, sir.

Senator SMITH. How many would those lifeboats hold?

Mr. MOORE. About 50. I am giving you the permanent accommodations, sir. We had 1,461 steerage passengers.

Senator SMITH. I was coming to the steerage, and I was coming to the crew.

Mr. MOORE. Yes, sir.

Senator SMITH. But I was talking at this moment about the passengers. You could have cared for the passengers, first class and second class?

Mr. MOORE. No; we had no first class, sir.

Senator SMITH. What are the 160?

Mr. MOORE. That is, 166 we had permanent accommodations for. We call that the permanent steerage.

Senator SMITH. In addition to that, you had your steerage accommodations?

Mr. MOORE. Below decks.

Senator SMITH. And your crew?

Mr. MOORE. And the crew, sir.

Senator SMITH. How many compose the crew?

Mr. MOORE. About 130, sir.

Senator SMITH. What will the steerage accommodate?

Mr. MOORE. We expected to have 2,200 steerage passengers, but instead of that we had only 1,461; but we were fitted up for 2,200.

Senator SMITH. And you had 20 lifeboats?

Mr. MOORE. Yes, sir; we had 22 lifeboats when we left London, so we would have two extra boats on board, sir.

Senator SMITH. You have given the capacity of your boats for passengers, steerage and crew, and that would include carrying the immigrants?

Mr. MOORE. Yes, sir.

Senator SMITH. Do you wish to be understood as saying that you did not see, on Sunday night or Monday morning, any signal lights from the *Titanic*?

Mr. MOORE. I can solemnly swear that I saw no signal lights, nor did my officers on the bridge see any signal lights.

Senator SMITH. What kind of wireless equipment has the *Mount Temple*?

Mr. MOORE. Marconi, sir.

Senator SMITH. How many operators?

Mr. MOORE. Only one, sir.

Senator SMITH. What are his hours?

Mr. MOORE. He has no special hours.

Senator SMITH. How did he happen to be on duty at 12.30 midnight, Sunday night?

Mr. MOORE. I don't know, sir. I think it was just about the time he was turning in. He just picked up the instrument just to see if there was anything coming along. It was just purely and simply an accident that he got the ship's message.

Senator SMITH. It was an accident that he got it at all?

Mr. MOORE. Simply an accident.

Senator SMITH. I would like to know whether you were in communication with any other vessel, by wireless, after you got the C. Q. D. call from the *Titanic*?

Mr. MOORE. Yes, sir.

Senator SMITH. What other vessel?

Mr. MOORE. I think, but I am not certain, we were in communication with the *Birma*. In any case, we heard those three messages, sir.

Senator SMITH. Are you now reading from the log?

Mr. MOORE. No; this is from the Marconi man's report to me.

Senator SMITH. This is from the operator's minutes?

Mr. MOORE. I have my own notes, sir, that he sent up occasionally to me. Would you like to have me read them, sir?

Senator SMITH. I would.

Mr. MOORE. This is the second message that he received—that he picked up, I should say.

He was sending these messages to me. He says:

Has got *Carpathia*, and tells him position  $41^{\circ} 46'$  longitude,  $50^{\circ} 14'$ .

If you will observe, this latitude and longitude is different from the one which we first received.

Senator SMITH. Yes.

Mr. MOORE. But this message came almost immediately after the first one.

Senator SMITH. He is giving you the *Titanic's* position?

Mr. MOORE. Yes, sir.

Senator SMITH. And what was it, again, please?

Mr. MOORE. “Has got the *Carpathia*.” That means to say that the *Titanic* has got the *Carpathia*.

Senator SMITH. Exactly.

Mr. MOORE. Position,  $41^{\circ} 46'$  north;  $50^{\circ} 14'$  west.” You will see that that is 10 miles more to the eastward than the first position he gave, but this message came immediately after the first one.

Senator SMITH. How long a time after; immediately?

Mr. MOORE. Almost immediately after, sir.

We have struck iceberg. Come to our assistance at once.

That is the message he gives the *Carpathia*.

Senator SMITH. Where did you get it?

Mr. MOORE. Almost immediately upon turning back. That is the position I worked to, sir.

Senator SMITH. Did you get it from the *Titanic* or through the *Carpathia*?

Mr. MOORE. It was a message passing between them, and I caught it.

Senator SMITH. You got the message that was intended for the *Carpathia*?

Mr. MOORE. Yes, sir.

Senator SMITH. You caught that?

Mr. MOORE. Yes.

Senator SMITH. And you have read it in the record?

Mr. MOORE. Yes, sir.

We have struck iceberg. Come to our assistance at once.

Senator SMITH. Who signs that?

Mr. MOORE. It is not signed at all. These were just sent up to me as the operator received them.

This is another message received. I can not say as to the order in which they were received. I do not think that will make very much difference, however, sir.

Senator SMITH. If you can give the time, I wish you would do so.

Mr. MOORE:

*Olympic* sends this message to *Titanic*: “4.14 a. m. G. M. T. Position 40° 22' N., 61° 18' W. Are you steering southerly to meet us? Haddock.” *Titanic* says, “We are putting the women off in the boats.”

You see that would be just 11° to the westward of our position when we got the message, the C. Q. D.

Position 40° 22' N., 61° 18' W. Are you steering southerly to meet us?

HADDOCK.

You see he did not realize that the ship was in such a bad plight.

Senator SMITH. And he asked the *Titanic* if he was steering southerly to meet him?

Mr. MOORE. Yes, sir. The *Titanic* says:

We are putting the women off in the boats.

Senator SMITH. That is signed Haddock?

Mr. MOORE. Signed Haddock; yes; and the *Titanic* says:

We are putting the women off in the boats.

Senator SMITH. Have you read all of that message?

Mr. MOORE. Yes, sir.

Senator SMITH. Then, what did you pick up, or what did you send next?

Mr. MOORE. I did not send anything at all, sir. This is a message that we caught:

*Titanic* says engine room flooded. *Olympic* sends, “Am lighting up all possible boilers as fast as can.”

But he was a day's sail away from him, sir.

Senator SMITH. The *Olympic* was a day's sail away from the *Titanic*'s position?

Mr. MOORE. Yes, sir. I dare say a little more than that.

Then, there is another message that the Marconi man sends to him:

Still calling distress.

Senator SMITH. That is your operator?

Mr. MOORE. Yes, sir.

Senator SMITH. He sends a message to you at the bridge that he is still calling distress?

Mr. MOORE. Still calling distress, sir.

*Carpathia* asks if he wants any special boat to wait on him. *Titanic* says, “We want all we can get.”

I do not think anybody realized at the time that it was so bad, sir.

Senator SMITH. Is there any date on this last memorandum?

Mr. MOORE. No date. He sends these up to me as he receives them, sir.

Senator SMITH. After you went on the bridge?

Mr. MOORE. Yes, sir. These were all received when I was on the bridge, sir.

Senator SMITH. And between the hours of 12.30 a. m.—

Mr. MOORE. Up to the time we received the message from the *Carpathia* saying that nothing more could be done; that we need not stand by.

Senator SMITH. What further message did you receive from any other vessel?

Mr. MOORE. Well, I can not say whether we were in direct communication, because our operator did not want to block the other messages, because they were going around, and because we were simply picking up these messages. [Referring to memorandum:]

He tells *Olympic*, “Captain says get your boats ready; we are going down fast by the head.”

Senator SMITH. This was from the *Titanic*?

Mr. MOORE. From the *Titanic*.

Senator SMITH. You are giving these messages in the order in which you received them?

Mr. MOORE. I do not know; I can not say, because as I received them I put them in my pocket.

Senator SMITH. Evidently that was later than the one that preceded it in your reading, because she was going down by the head then, he says.

Mr. MOORE. Yes, sir. He seems to have got hold of the *Olympic* and kept on with him, sir.

Senator SMITH. His communications were running with the *Olympic* at that time?

Mr. MOORE. Yes, sir; and we picked them up.

Senator SMITH. Go ahead.

Mr. MOORE (referring to memorandum):

S. S. *Frankfurt* (German) gives *Titanic* his position at 12 p. m., 39° 47' N., 52° 10' W. *Titanic* asks “Are you coming to our assistance?” *Frankfurt* asks “What is the matter?” *Titanic* replies “We have struck iceberg and sinking. Please tell captain to come.” *Titanic* still calling distress. *Frankfurt* seems nearest to him according to strength of signals.

Senator SMITH. What are you reading from?

Mr. MOORE. This is what my operator sent up to me. These are the messages he sent up to me, the original messages.

Senator SMITH. Received by your wireless operator on the *Mount Temple*?

Mr. MOORE. Yes, sir.

Senator SMITH. And taken to you at the bridge?

Mr. MOORE. Yes, sir.

Senator SMITH. Is that signed?

Mr. MOORE. This is signed “J. Durrant.” He was my operator.



Senator SMITH. Did you know of the *Frankfurt's* position?

Mr. MOORE. He gives his position there, sir.

Senator SMITH. He does not give his position, does he?

Mr. MOORE. Yes, sir.

Senator SMITH. Not the *Frankfurt*?

Mr. MOORE. The *Frankfurt* says that at 12 o'clock his position is 39° 47', sir.

Senator SMITH. But this wireless message says that he judges by the strength of his signals or messages that the *Frankfurt* is nearest.

Mr. MOORE. But he gives his position, sir.

Senator SMITH. That is the position at the time this last message was sent, which you have handed over; at the time that was delivered?

Mr. MOORE. The *Frankfurt* gives his position as 39° 47' N., 52° 10' W., sir.

Senator SMITH. You must excuse me for being so minute about it, but I want to find out whether the *Frankfurt* made any effort at all to reach the *Titanic's* position.

Mr. MOORE. Of course, this is by the operator, his personal statement, that he seems to be the nearest on account of the strength of the message. As a matter of fact, you see he was one degree to the westward of my position, or pretty near it, when I first turned around.

Senator SMITH. The testimony shows that from the strength of the wireless impact, if it may be called that, he judged that the *Frankfurt* was nearest?

Mr. MOORE. Yes, sir.

Senator SMITH. But the testimony also shows that the *Titanic* operator, when the *Frankfurt* asked what was the matter 20 minutes after receiving the C. Q. D., replied “You are a fool; keep out.” Now, I am asking you in detail about the *Frankfurt* because I desire, if possible, to get some authentic information regarding her conduct after receiving that C. Q. D. call.

Mr. MOORE. Yes, sir.

Senator SMITH. Now, proceed.

Mr. MOORE. This is another message [indicating]. This is a note to me from the Marconi man:

*Olympic* sent that message at 1.30, this ship's time.

That means the time of my ship.

*Titanic* acknowledged it, but has not spoken since, although *Olympic*, *Baltic*, and *Frankfurt* calling him.

That is one hour after I received my first message that we caught the C. Q. D., “He has not spoken since.”

Senator SMITH. Let us see what other vessels——

Mr. MOORE. Perhaps I had better read it through.

Senator SMITH. I think that is best.

Mr. MOORE:

*Olympic* sent that message at 1.30 this ship's time. *Titanic* acknowledged it but has not spoken since, although *Olympic*, *Baltic*, and *Frankfurt* calling him. American ship—

Which proved to be a Russian ship, sir—

name unknown, tells *Frankfurt* he is 70 miles off *Titanic*.

Senator SMITH. This Russian ship is that distance?



Mr. MOORE. It says here American ship, but it turned out to be a Russian ship named the *Birma*, 70 miles off, a much faster ship than our vessel.

Senator SMITH. Proceed.

Mr. MOORE. That is all that I have.

Senator SMITH. You hold in your hand the minutes of the wireless operator?

Mr. MOORE. Yes, sir.

Senator SMITH. Do those minutes disclose any facts or circumstances more complete than the memoranda you have just filed regarding the position of the *Titanic* and the position of other ships on Sunday or Monday?

Mr. MOORE. I think those cover it; but if you like, I will read these out.

Senator SMITH. I think we had better have them.

Mr. MOORE. This is a copy of the operator's book; a copy he puts in his book:

Time remarks, p. m., Sunday evening, April, 1912.

This is New York time, sir:

9.55. Signals with M. P. A., nil.

10.25. *Titanic* sending C. Q. D. Answer him, but he replies “Can not read you, old man, but here is my position—41° 46' N., 50° 14' W. Come at once. Have struck berg.” Informed captain.

Senator SMITH. “Come at once, have struck berg?”

Mr. MOORE. “Have struck berg. Informed captain.” That is my operator who informed me, sir.

10.35. *Carpathia* answers “M. G. Y.”

Which is the *Titanic*, I understand, says:

Struck iceberg. Come to our assistance at once.

Sends position.

10.40. M. G. Y.—

That is the code of the *Titanic*.

Still calling C. Q. D. Our captain reverses ship and steams for M. G. Y. We are about 50 miles off.

That is, roughly, the position I gave him, which afterwards proved within a mile, as far as I could say.

10.48. *Frankfurt* answers “M. G. Y.”

Which is the *Titanic*.

*Titanic* gives his position and asks, “Are you coming to our assistance? D. F. T.”—

That is the *Frankfurt*.

Asks, “What is the matter with you?” M. G. Y. replies, “We have struck iceberg and sinking. Please tell captain to come.”

Senator SMITH. Let me see. “M. G. Y.” was the message from the *Titanic*?

Mr. MOORE. Yes, sir. He has given me the code here, according to each ship, sir.

Senator SMITH. That indicates that the second message was a further call of distress?

Mr. MOORE. Yes, sir. Of course, the distress signal was going. We first caught it at 12.30 by our ship's time, sir.

Senator SMITH. You think we are getting what the *Frankfurt* got?

Mr. MOORE. These are the messages that crossed between the two ships, sir, which we caught.

Senator SMITH. The *Titanic* and the *Frankfurt*?

Mr. MOORE. Yes. I have a code here. Perhaps I had better give the names.

Senator SMITH. I wish you would.

Mr. MOORE.

*Frankfurt* asks, "What is the matter with you?" *Titanic* replies, "We have struck iceberg, and sinking. Please tell captain to come." "O. K. Will tell the bridge right away."

That means that the *Frankfurt* asked if the *Frankfurt's* operator should tell the captain of the *Frankfurt* right away, and the other man says, "O. K. Yes; quick." That is, the *Titanic's* man said, "Yes; quick."

10.55. *Titanic* calling S. O. S.

which is the other distress signal—the new distress signal.

Senator SMITH. The signal of the Berlin convention?

Mr. MOORE. Yes, sir; I suppose it is.

10.57. Ditto.

10.59. Working M. R. A.

Senator SMITH. Who is that?

Mr. MOORE. That must mean that he is not working with the regular current, sir; that perhaps he is on his auxiliary. I can not understand that. I think that must be the auxiliary.

Senator SMITH. I think I understand you, Captain, and I thought I did at first, because the water had at that time submerged the other source of electric supply.

Mr. MOORE. The dynamo, sir.

Senator SMITH. And he was now drawing on his auxiliary from the upper deck?

Mr. MOORE. Yes, sir.

Senator SMITH. And that is what that indicates?

Mr. MOORE. But before that, sir, he is still calling "M. K. C.," whatever that is. I will look that up. [After referring to code.] "M. K. C." means *Olympic*. He is calling the *Olympic*, then, at 10.59.

Working M. R. A.

That must be the auxiliary, because that is not a code for any ship he has given me.

11 o'clock. Calling M. G. N. and C. Q. D.

"M. G. N." is the *Virginian*.

11.10. Calling C. Q. D.

Senator SMITH. Do you know who "M. R. A." referred to?

Mr. MOORE. No, sir; I think that must be the auxiliary, because there is nothing here. Perhaps I have made a mistake. This looks like "M. P. A."

Senator SMITH. Would that be the *Corona*, or do you know?

Mr. MOORE. I think there is a mistake there.

Senator SMITH. The *Carthia* is “ M. P. A. ”?

Mr. MOORE. It may be “ M. P. A.,” but he has “ M. R. A.” Perhaps that is the *Carthia*.

Senator SMITH. I do not want you to guess. If you know, you may tell.

Mr. MOORE. I think that is the *Carthia*, “ M. P. A.” He certainly has “ M. R. A.” here, but he has given “ M. P. A.” for the *Carthia*. So that would be:

10.59. Working the *Carthia*.

11. Calling M. G. N. (the *Virginian*) and C. Q. D.

That is the distress signal.

11.10. Calling C. Q. D.

11.20. Gets *Olympic* and says, “ Captain says get your boats ready. Going down fast at the head.” *Frankfurt* says, “ Our captain will go for you.”

Senator SMITH. What hour is that?

Mr. MOORE. 11.25.

11.27. *Titanic* calling C. Q. D. and *Baltic*.

11.30. Still doing the same.

11.35. *Olympic* sends service message to *Titanic*. *Titanic* replies, “ We are putting the women off in the boats.”

Senator SMITH. Anything else?

Mr. MOORE. *Titanic* says:

C. Q. D. Engine room flooded.

Senator SMITH. What time is that?

Mr. MOORE. 11.41, sir.

11.43. *Titanic* tells *Olympic*, “ Sea calm.”

11.45. D. K. F.

I do not seem to have gotten that. I expect it should be “ D. F. F. ”; but he certainly has “ D. K. F. ” He has not given me that in this code. “ D. F, F. ” is the only one that commences with a “ D. ”

Are there any boats around you already?” No reply.

11.47. *Olympic* sends service message to *Titanic*. *Titanic* acknowledges it and sends “ R. D. ”

I can not make anything out of that. I suppose it is “ regards. ” It looks like “ regards. ”

Senator SMITH. Does that give the hour?

Mr. MOORE. That is 11.47.

11.55. *Frankfurt* and Russian liner *Birma* calling *Titanic*. No reply.

A. m. Monday, April 15, 1912.

12.10. *Olympic*, *Frankfurt*, *Baltic* calling *Titanic*. No reply.

12.35. *Birma* tells *Frankfurt* it is 70 miles from *Titanic*.

12.50. All quiet now. *Titanic* has not spoken since 11.47 p. m.

Senator SMITH. The last message you picked up from the *Titanic* was “ regards, ” was it not?

Mr. MOORE. I really do not know what it was. It says “ Rd, ” sir. Of course, we abbreviate sometimes when we are sending messages.

Senator SMITH. I think it was very thoughtful of you, Captain, to bring the operator’s notes. It is the most complete information we have had concerning messages from the *Titanic*, their records all being destroyed. Have you anything further to read?

Mr. MOORE. Yes, sir; I have a lot, sir.

12.50. All quiet now. *Titanic* has not spoken since 11.47 p. m.

1.25. *Carpathia* sends “ If you are there, we are firing rockets.”

Senator SMITH. This to you?

Mr. MOORE. No; he sends this to the *Titanic*:

If you are there, we are firing rockets.

1.40. *Carpathia* calling *Titanic*.

Senator SMITH. Let me ask you right there, did you see the rockets from the *Carpathia*?

Mr. MOORE. I never saw any rockets whatever, sir.

Senator SMITH. Is it possible that this passenger from Toronto, who claims to have seen rockets, may have seen the rockets from the *Carpathia* at that time?

Mr. MOORE. I do not think it possible, sir, because if the *Carpathia* was farther away it is not likely you would see her rockets. But you see, this ships says she is sending rockets up. So it is possible that other ships may have seen them. I do not know. I thought of sending rockets up, but I thought it far better to let it alone, because if other ships—they thought they saw them—might be coming to me, and I had not seen anything of the *Titanic* and did not know exactly where she was; because I think, after all, the *Titanic* was further east than she gave her position, sir. In fact, I am certain she was.

Senator SMITH. East or south?

Mr. MOORE. East, sir.

Senator SMITH. How much farther away?

Mr. MOORE. I should think at least 8 miles, sir, of longitude.

Senator SMITH. What makes you think so?

Mr. MOORE. Because when I got the position in the morning I got a prime vertical sight; that is a sight taken when the sun is bearing due east. That position gave me  $50^{\circ} 9\frac{1}{2}'$  west. I got two observations. I took one before the prime vertical and also on the prime vertical. We were steering north at the time, steering north to go around this pack again, to look out, to see if we could find a hole through the ice, and we took these two positions, and they both came within a quarter of a mile of each other; so that the *Titanic* must have been on the other side of that field of ice, and then her position was not right which she gave.

Senator SMITH. Does that indicate to your mind the possibility that after striking this iceberg, in the position that has been indicated by these wireless messages, the *Titanic* drifted——

Mr. MOORE (interrupting). Excuse me, sir. It was such a short time I hardly think the drift would be anything like that, sir; nothing like that.

Senator SMITH. And you could not imagine her going far under her own power after that impact?

Mr. MOORE. I understood she stopped. I don't think she would go astern on it.

1.40. *Carpathia* calling——

Senator SMITH (interposing). Just one moment.

Does the fact that you found no evidence of the wreck when you got to the *Titanic's* reported position tend to confirm you in the idea that her position was 8 miles farther to the southward?

Mr. MOORE. No; to the eastward.

Senator SMITH. To the eastward?

Mr. MOORE. Yes.

Senator SMITH. That tends to confirm you in that belief?

Mr. MOORE. Yes, sir. My observation was this: My fourth officer took two observations, and of course, he is a navigator, and, also, an extra master's certificate is held by him, which is a better certificate than mine, and he took those observations both times, and both of them tallied. One came  $50^{\circ} 9\frac{1}{2}'$  west and the other came  $50^{\circ} 9\frac{1}{4}'$ . Of course, it proved afterwards when, after coming southward and trying to find some place I could get through, on the way back again—I suppose about 6 o'clock in the morning—that I sighted the *Carpathia* on the other side of this great ice pack, and there is where I understand he picked up the boats. So this great pack of ice was between us and the *Titanic's* position.

Senator SMITH. As given by her?

Mr. MOORE. No, sir. I was in that position. I was to the eastward of the position the *Titanic* gave me, but she must have been to the eastward still, because she could not have been through this pack of ice.

Senator SMITH. As I recollect, the captain of the *Californian*, who was sworn yesterday, and who went to the position given by the *Titanic* in the C. Q. D., also said that he found nothing there, but cruised around this position.

Mr. MOORE. I saw the *Californian* myself cruising around there, sir.

Senator SMITH. She was there when you were there?

Mr. MOORE. She was there shortly after me, because when I came to this great pack of ice, sir, as I remarked, I went to the south-southeast to try to get around there, because I realized that if he was not in that position—I had come from the westward—he must be somewhere to the eastward of me still. Of course, I had no idea that the *Titanic* had sunk. I had not the slightest idea of that.

Senator SMITH. At that time?

Mr. MOORE. No, sir. It was not until I received word from the *Carpathia* that she had picked up the boats and the *Titanic* had sunk.

Senator SMITH. And then you gave it up?

Mr. MOORE. I stayed there until 9 o'clock.

Senator SMITH. It was not until that time that you gave the ship up?

Mr. MOORE. That I gave up hopes of seeing her, sir, because I was cruising around all that time.

Senator SMITH. How near the *Carpathia* did you get that morning?

Mr. MOORE. This pack of ice between us and the *Carpathia*, it is estimated, was between 5 and 6 miles. She did not communicate anything with us at all. When we sighted her she must have sighted us.

Senator SMITH. On which side of the ice pack was the *Californian*?

Mr. MOORE. The *Californian* was to the north, sir. She was to the north of the *Carpathia* and steaming to the westward, because,

after I had come away and after giving up my attempt to get through that pack, I came back again and steered back, thinking I might pick up some soft place to the north. As I was going to the north the *Californian* was passing from east to west.

Senator SMITH. And you were also cut off from the *Carpathia* by this ice pack?

Mr. MOORE. Yes, sir; by this ice pack. He was then north of the *Carpathia*, and he must have been, I suppose, about the same distance to the north of the *Carpathia* as I was to the westward of her.

Senator SMITH. Were there any other vessels in sight at the time the *Titanic* was supposed to have gone down?

Mr. MOORE. We saw, as I have mentioned, this tramp steamer.

Senator SMITH. And that is all?

Mr. MOORE. About 8 o'clock we sighted the *Birma*.

Senator SMITH. How far away?

Mr. MOORE. We could just see smoke when we first sighted her. We just saw the smoke, and I headed that way to kind of intercept her, and then we saw the yellow mast and the yellow funnel. I thought it might possibly be the *Olympic*, and we steered toward her. Shortly after she was coming up very fast and we saw she had only one mast—that is, one funnel, rather.

Senator SMITH. I recall that, but what I want to get at is this. The captain of the *Carpathia* testified before the committee in New York that he saw but one body in the water.

Mr. MOORE. Yes, sir.

Senator SMITH. When the lifeboats came alongside.

Mr. MOORE. Yes, sir.

Senator SMITH. And that he cruised around for an hour or more after he took these people from the lifeboats on board and saw none. The captain of the *Californian* said yesterday he saw none. You say this morning that you saw none?

Mr. MOORE. I saw none whatever, sir.

Senator SMITH. Does that indicate that the *Titanic* might have sunk in a different position?

Mr. MOORE. I do not think it proves anything, as far as my going is concerned, because I must have been at least 5 miles to the westward of where the *Titanic* sank.

This great field of ice was 5 miles at least between us and the *Carpathia*, where she had picked up these lifeboats.

Senator SMITH. Would it have been possible—I hesitate to ask you—and do you think, from what you saw, it would have been possible after the *Titanic* sank for that field of ice to have covered the place?

Mr. MOORE. It is just possible, sir, and nothing more. Of course, that ice had been in the gulf stream and was going with the gulf stream. The gulf stream, as we know, is always flowing to the east-northeast, and it is just possible that when he struck he might have been in that ice pack. I do not know whether he got into it or not. Do the officers say they got into any field ice?

Senator SMITH. They say they saw field ice all about them. Do you mean the officers of the *Titanic*?

Mr. MOORE. Yes.

Senator SMITH. They saw considerable ice—field ice?

Mr. MOORE. Did they see field ice or icebergs?



Senator SMITH. Both.

Mr. MOORE. From the time I got there, from about 12.30—the time I received the call—until half past 4, there would be a drift there of perhaps, say, half a knot an hour.

Senator SMITH. There has been an impression among vessel men, and I think that same impression has extended to the American Navy, that a sinking ship—by the suction as it goes down—will draw into the vortex quite largely from the surface of the surrounding sea. That theory seems to have been exploded by the sinking of the *Titanic*, because every officer, thus far, has said that there was no suction and the wireless operator of the *Titanic*, who was the last to leave her, about 1 minute before she sank and disappeared under the water, says he left her by the starboard side and that there was an overturned, collapsible lifeboat on the starboard side that fell upon him and covered him up in the water and in that position—with the *Titanic* sinking—there was no suction.

Mr. MOORE. I should hardly think that was possible, sir. Any boat sinking in the water like that, I think, is almost bound to cause suction. The time I heard there were so many people left on board I said, "then it is just possible those bodies might never be recovered," because there were so many decks, and if these people had been underneath those decks, the ship going down would cause the pressure to be very great and that pressure would have pressed them up under those decks and it is just a matter that they would never be released, because as they got lower down there would be such tremendous pressure that, even supposing the ship listed in any way, it was not possible for these bodies to withstand the pressure.

Senator SMITH. This theory of suction is an old theory of the sea, is it not?

Mr. MOORE. Yes, sir.

Senator SMITH. It does not seem to have operated in this case and I think I may be pardoned for saying that when I found the *Carpathia's* captain saw no bodies, and then found from the testimony of those in the lifeboats that there were hundreds of bodies all around in the water, I came to the conclusion that they had either been sucked in with the sinking ship or that they were inclosed somewhere in the ship.

Some expressions of humor have been noted—rather unusual among the people—from an inquiry that I made as to whether or not water-tight compartments in a ship would keep out as well as hold in water. I have received many telegrams and letters from people who lost relatives in this accident, who prayed that the Government might send divers to the ship, not knowing how far she was below the surface of the water. It seemed to me that the absence on the water of these bodies that you failed to see and which the other captains failed to see might indicate that these bodies were still inclosed somewhere within the ship.

Of course, I have known for many years that a water-tight compartment is not intended as an asylum for passengers, because this same captain, who went down with the *Titanic*, showed me over his ship on one of my voyages and I am quite familiar with the uses of the water-tight compartment. But that these sorrowing people might receive some official reply as to whether that would be possible or not, I took chances of arousing the humor of people not gen-



erally accustomed to much humor, by asking that question. I assume all responsibility for it. In view of what you say and what the other two captains say perhaps it had some importance.

Mr. MOORE. It may have been that these bulkheads with the water coming in had collapsed. It may have been that the pressure of the air had started something up and allowed those bodies to escape. As the water escaped they might have been disturbed by the water underneath the decks or elsewhere and that may have brought these people out, sir. Of course, she had a very heavy list, I believe. She was struck on one side. Those compartments would fill. I dare say some bulkheads would go, but if she took a list as she was falling it would give some a chance to get clear of the decks, sir.

I am almost sure that when a ship goes down like that the people underneath those decks would be held underneath them, because the ship is sinking all the time and the fact of her sinking would bring about that heavy pressure underneath those decks, as I have mentioned.

Senator SMITH. Would you think it a desirable thing to have as part of the equipment of a vessel a permanent buoy made, as far as it could be so made, of indestructible material, fastened to an indestructible chain or wire, so that in the event of a ship sinking at sea that buoy might register on the surface of the water its exact burial spot?

Mr. MOORE. It is quite possible to do that kind of thing, unless, of course, the chain—you mean to attach that to the wreck?

Senator SMITH. Yes.

Mr. MOORE. You see, there is such a tremendous depth——

Senator SMITH (interposing). I understand this boat is in 2 miles of water?

Mr. MOORE. Yes, sir; over 2,000 fathoms of water.

Senator SMITH. But even admitting that, knowing exactly the depth of the sea from your chart, some such mark or register could be provided?

Mr. MOORE. If it could be provided by having a good flexible steel hawser, sir, that would be quite possible. It would have to be small on account of the weight, but still I think it would be quite possible to have such a thing.

Senator SMITH. Let me ask whether when you arrived at the scene of the *Titanic's* wreck if you had known that she had been equipped with one or two of these buoys, you would have been inclined to remain until you found that buoy or those buoys?

Mr. MOORE. Yes, sir. But, as you say, if this ice had been moved to the eastward and gone over the position where the ship sank, then the chances are that we could not see that buoy among the field ice.

Senator SMITH. But when the ice field had passed the buoy would assert itself above the water?

Mr. MOORE. Providing the ice itself would not injure the buoy.

Senator SMITH. If not injured by the ice or elements it would mark this burial spot?

Mr. MOORE. Yes, sir.

Senator SMITH. Will you file that operator's report—or had you finished with it?

Mr. MOORE. No, sir; I had not finished it.

Senator SMITH. You may continue your reading of the operator's report then.

Mr. MOORE (reading) :

1.58. *Birma* thinks he hears *Titanic*, so sends, “ Steaming full speed to you ; shall arrive you 6 in morning. Hope you are safe. We are only 50 miles now.”

2.00. *Carpathia* calls *Titanic*.

3.00. All quiet. We are stopped amongst pack ice.

That is, our ship, the *Mount Temple*, is stopped amongst the pack ice.

3.05. *Birma* and *Frankfurt* working.

That is, the two of them are working together ; are sending messages to each other.

3.20. *Birma* and *Frankfurt* working. We back out of ice and cruise around. Large bergs about.

That is, our ship.

We back out of the ice.

3.25. *Californian* calls C. Q. I answer him and advise of *Titanic* and send him *Titanic's* position.

3.40. *Californian* working *Frankfurt*. *Frankfurt* sends him the same.

4.00 *Californian* working *Virginian*.

4.25. *Californian* working *Birma*.

5.20. Signals *Californian*. Wants my position. Send it. We are very close.

This is my ship and the *Californian*, sir. When I get him to confirm my position, I ask him if he can give me his position. I understand he is cruising, because after we go up toward him he goes to the south and misses us, passes about a mile off, and then he gets where we came from. Then we go over the ground, and we have not seen anything of the ship, and we think we must cruise on farther.

6.00. Much jamming.

Senator SMITH. That is, jamming his operators ?

Mr. MOORE. Yes, sir.

6.45. *Carpathia* reports rescued 20 boatloads.

7.15. More jamming.

7.30. *Baltic* sends service message to *Californian*, “ Stand by immediately. You have been instructed to do so frequently. Balfour, inspector.

That is, he sends word to the *Californian* to stand by, and he says, “ You have been instructed to do so frequently.”

7.40. *Carpathia* calls C. Q. and says, “ No need to stand by him ; nothing more can be done.” Advise my captain who has been cruising around the ice field with no result. Ship reversed. Standing by rest of day. *Carpathia* and *Olympic* very busy.

Senator SMITH. Is that all ?

Mr. MOORE. That is all, sir.

Senator SMITH. I did not notice in that tabulated statement any report from the *Frankfurt* after 12 p. m., New York time. You picked that up, and it was intended for the *Titanic* ?

Mr. MOORE. Yes, sir ; but excuse me, sir, the *Frankfort* was in communication with these other ships, sir.

Senator SMITH. But this is the time when she gave her position ?

Mr. MOORE. Yes, sir.

Senator SMITH. The *Frankfurt's* position ?

Mr. MOORE. Yes, sir.

Senator SMITH. She did not give her position at any other time?

Mr. MOORE. No, sir.

Senator SMITH. Did you hear or see anything of the *Amerika* on Sunday, Sunday night, or Monday?

Mr. MOORE. I do not know. I did not see personally——

Senator SMITH. I think I asked you what you would consider reasonable and proper precautions to take when approaching an ice field at night. Did I ask you that?

Mr. MOORE. No, sir; I do not think you did.

Senator SMITH. Well, will you tell us that?

Mr. MOORE. I should certainly stop, sir.

Senator SMITH. And increase your lookout?

Mr. MOORE. I should stop. Then there would be no need to increase the lookout. If you stop, you then drift with the ice, if the ice is drifting. My instructions from my company are that I must not enter field ice, no matter if it seems only light. Those are my explicit instructions from my company. If I was to go through ice and my ship was damaged I would have pointed out to me that those were the instructions, that I was not to go into any ice, no matter how thin. As a matter of fact, I would not attempt to go through field ice if it was thick. The usual thing, on approaching ice at night, is to stop and wait until daylight.

Senator SMITH. Captain, from your experience and observation, extending over 30 years, 27 of which have been in the North Atlantic——

Mr. MOORE. From 1885, sir.

Senator SMITH. Knowing the position of the *Titanic*, or about the position of that ship, when this accident occurred, would you think it was wise or discreet to run that vessel at a speed of 12½ knots per hour?

Mr. MOORE. It has been done so frequently, sir, in that position, that they are supposed to be clear of all field ice at that time, sir.

Senator SMITH. Do you mean at that time of the year?

Mr. MOORE. Yes, sir. You may see bergs, but I have never in all my experience known the ice to be so far south.

Senator SMITH. Suppose you had been warned in the afternoon of Sunday that ice was ahead; would you have considered it prudent or wise, under such circumstances, to have continued your speed as fast as 12½ knots per hour?

Mr. MOORE. I think it was very unwise, sir. My orders were to come down to the same position that the *Olympic* was in. At least, I was to come down to 42° north 47° west, and then to steer for Cape Sable. Before that, I received a message from the *Corinthian* saying that one of their vessels, the *Corsican*, had seen ice at 41° 25' north and 50° 30' west. I immediately steered down to pass 50° west in 41° 15' north, sir—that is, I was giving the ice 10 miles—and I came down and saw no ice whatever.

Senator SMITH. You received the same warning as the *Titanic*, did you not?

Mr. MOORE. I do not know whether I received the same warning, but I received this from the *Corinthian*, one of the Allan boats. Whether it was the same message or not, I do not know.

Senator SMITH. The *Titanic* could have received that same message?

Mr. MOORE. Oh, yes. It is quite possible that she received it, because she was bound to meet the *Corinthian*, sir.

Senator SMITH. And had received substantially that same message from the *Californian*?

Mr. MOORE. Well, directly I received that message I steered farther to the south, and I did not see any ice whatever, sir.

Senator SMITH. Where were you headed for?

Mr. MOORE. For  $42^{\circ}$ ,  $47^{\circ}$ , sir.

Senator SMITH. That is, when you turned around you headed——

Mr. MOORE. No; I was coming down to come to  $41^{\circ} 15'$ , sir. Before that I was headed for  $42^{\circ}$ ,  $47^{\circ}$ , sir. That was the position given to me by my company.

Senator SMITH. But when you went south, was it on your trip toward the *Titanic*?

Mr. MOORE. No, no; outward.

Senator SMITH. Or on your route?

Mr. MOORE. On my route——

Senator SMITH. And where were you headed for—what port?

Mr. MOORE. I was bound to St. Johns, New Brunswick.

Senator SMITH. Can you think of anything that will throw any light on this sad affair that you have not already spoken of?

Mr. MOORE. As to the way the ship struck the berg or anything of that kind?

Senator SMITH. Yes; any information that would help us.

Mr. MOORE. My theory would be that she was going along and touched one of those large spurs from an iceberg. There are spurs projecting out beneath the water, and they are very sharp and pointed. They are like a jagged rock. My idea is that she struck one of those on her bilge, and that she ran along that, and that opened up her plates, the lining of her plates, and the water came in; and so much water got in that I think her bulkheads could not stand the strain, and she must have torn herself at a speed like that, because apparently her speed through the water was not stopped very much immediately, and, of course, that was a tremendous body, and she must have struck along on her bilge and opened herself out right along as far as the engine room, sir.

Senator SMITH. Have you studied the plan of the *Titanic* at all?

Mr. MOORE. No, sir.

Senator SMITH. This opinion you are giving is the result of your own diagnosis?

Mr. MOORE. Yes, sir; that is what I should say, sir. Of course. I have been fortunate myself. I have never yet had any injury from ice, although I have been master in this trade for a very long time.

Senator SMITH. And in the ice region?

Mr. MOORE. In the ice regions; yes sir; because we go through the Strait of Belle Isle in the summer time, and I have been 48 hours in the ice and have passed through 200 miles of ice, arctic ice, just fresh down from the coast of Labrador, and I have managed to get through without any accident.

Senator SMITH. How far south have you ever seen ice?

Mr. MOORE. I have not been much in the southern trade, sir. Our routes are nearly always down as far south as 42° north, but nothing farther, sir.

Senator SMITH. What becomes of this arctic ice; does it go down into the south Atlantic?

Mr. MOORE. I think in a great many cases that it is thrown back on the land, and a great many of these icebergs are thrown into these deep bays on Newfoundland, and no doubt a great many of them meet their death in there, because if there is any sea they will get crowded into these bays, and in time they will smash up and break each other up on the rocks.

Senator SMITH. Did you know the captain of the *Titanic* or any of its officers?

Mr. MOORE. No; I did not.

Senator SMITH. You do not think of anything bearing on this inquiry that you would care to say, further than what you have said?

Mr. MOORE. No, sir; that is the only thing—and about the bodies coming up, sir; of course I never thought of it before. It may be that, as you say, the ice has covered the spot where the *Titanic* sank, and that has kept those bodies under. I think that is a very feasible suggestion that you have made as to that.

Senator SMITH. I am very much obliged for the compliment, because I am not generally regarded as a mariner, or an authority on sea conditions.

Mr. MOORE. I think you are perfectly right, sir.

Senator SMITH. Is there anything further that you can think of?

Mr. MOORE. There is nothing further, sir.

Senator SMITH. I am very much obliged to you for your kindness in responding to our request to come here.

Mr. MOORE. I was only too glad to come, sir.

Senator SMITH. I do not want any wrong impression to get out concerning the course of the *Mount Temple* after receiving this warning.

Mr. MOORE. I assure you that I did everything that was possible, sir, consistent with the safety of my own ship and passengers.

Senator SMITH. While it may not be any consolation to you, or anybody else, I want to compliment you upon your care and solicitude for the passengers and the property that have come under your care.

Mr. MOORE. I thank you, sir.

Thereupon, at 12.35 p. m., the subcommittee took a recess until 2 o'clock p. m.

#### AFTERNOON SESSION.

The subcommittee reconvened at 2.35 o'clock p. m., Hon. William Alden Smith (chairman) presiding.

#### ADDITIONAL TESTIMONY OF MR. C. H. LIGHTOLLER.

Senator SMITH. Did you hear the testimony of Capt. Moore, commander of the *Mount Temple*, this morning?

Mr. LIGHTOLLER. No, sir.

Senator SMITH. As I understood from your testimony in New York, you said there was no suction in the sea at the time and place where the *Titanic* disappeared, so far as you were able to observe?

Mr. LIGHTOLLER. Exactly. The suction was hardly noticeable.

Senator SMITH. When you said that you twice found yourself against the grating at the blower, when in the water, did you mean that you gravitated back toward the blowpipe, or were you pushed back to it by suction of any kind?

Mr. LIGHTOLLER. It was the water rushing down the stokeholes through this blower, which acts as a ventilator, and therefore gives access to the stokehole, the force of the water rushing down this blower which naturally carried me back with it, and against the blower.

Senator SMITH. When you last saw the *Titanic* did you see numerous people on the decks?

Mr. LIGHTOLLER. Do you mean before I left it?

Senator SMITH. Before you left the side of the *Titanic*, and while you were in the water?

Mr. LIGHTOLLER. I saw no one while I was in the water.

Senator SMITH. You could not see the decks very well from that point. You were below the decks, and could not see the upper part of the ship?

Mr. LIGHTOLLER. No, sir; I could not see anything when I was in the water, at all. I mean to say, I could not see anyone on her decks.

Senator SMITH. How far did you swim from the blowpipe to this overturned collapsible lifeboat upon which you finally escaped from the wreck?

Mr. LIGHTOLLER. I hardly had any opportunity to swim. I was blown away from this blower by a rush of air, or it may have been steam. What it was, exactly, I can not say; but I was blown a considerable distance away from this blower.

Senator SMITH. And from that?

Mr. LIGHTOLLER. From there I was sucked in again to what we call the “fiddley,” which leads down to the stokehole, I may say. I presume I was blown away from there. I really can not say exactly, Then I came up alongside of this overturned boat.

Senator SMITH. How long was that before the *Titanic* disappeared?

Mr. LIGHTOLLER. It might be 10 or 15 minutes.

Senator SMITH. And after getting aboard of this overturned lifeboat you went out some distance from it?

Mr. LIGHTOLLER. It was the action of the funnel falling that threw us out a considerable distance away from the boat.

Senator SMITH. You had no oars or other means of propelling that boat?

Mr. LIGHTOLLER. Nothing of any effect. We had little bits of wood; but they were practically ineffective.

Senator SMITH. I have forgotten whether you said that at daybreak you cruised around the place of the wreck?

Mr. LIGHTOLLER. At daybreak we were taken on board by one of our other lifeboats.

Senator SMITH. No. 14?

Mr. LIGHTOLLER. The number I can not remember.

Senator SMITH. Was that Mr. Lowe's boat?



Mr. LIGHTOLLER. There was not any officer in the boat until I got in.

Senator SMITH. And then?

Mr. LIGHTOLLER. Of course, I took charge.

Senator SMITH. And did you cruise around the scene of the wreck?

Mr. LIGHTOLLER. No, sir.

Senator SMITH. You then bore toward the *Carpathia*?

Mr. LIGHTOLLER. No, sir; we held our bow on to the wind. The boat was too full; in fact, she was dangerously full, and it was all I could do to nurse the boat up to the sea.

Senator SMITH. I understood you to say that. What I particularly desired to know was whether at that time you saw any of the wreckage or floating bodies, dead or alive?

Mr. LIGHTOLLER. I saw none.

Senator SMITH. What time did the captain come to the bridge on Sunday night while you were officer of the watch?

Mr. LIGHTOLLER. I think I said about 5 minutes to 9, sir.

Senator SMITH. And he remained until you left the watch at 10 o'clock?

Mr. LIGHTOLLER. No, sir; I think it was 20 minutes past 9 I said he left us. It was about that. About 25 minutes he was with us.

Senator SMITH. I have not as yet received any information from any of the surviving officers of the *Titanic* as to the composition of an iceberg. I asked one officer of the *Titanic*, and he generously advised me that it was ice. I would like to ask you what, in your opinion, composes an iceberg in the North Atlantic?

Mr. LIGHTOLLER. As far as I understand, icebergs greatly consist of pieces broken away from glaciers. These naturally contain a certain quantity of earth and stones that they have brought down the valleys with them.

Senator SMITH. Is it not a well accepted theory among navigators that the coast of Newfoundland, or the Grand Banks, have been largely made from the deposits of icebergs?

Mr. LIGHTOLLER. Well, it is a saying among sailors—I can not say that we have any authority for saying so—that the icebergs have, to a certain extent, assisted in the formation of the Grand Banks, centuries gone by, owing to them bringing down earth and these stones, and meeting the warm current and depositing them.

Senator SMITH. I will recall Mr. Franklin for a moment.

#### FURTHER TESTIMONY OF MR. P. A. S. FRANKLIN.

Senator SMITH. Mr. Franklin, I was somewhat persistent in my inquiries from you yesterday as to the time when you received the first information regarding the collision between the *Titanic*, of your line, and the iceberg.

Mr. FRANKLIN. Quite right, sir.

Senator SMITH. You have been kind enough to file with me telegrams, wireless, cable, and otherwise, between your offices in England and the officers of your ships, and their communications with you.

As we figured out yesterday, your first authentic information came in answer to a telephone message from you to your office in Montreal about 2.30 Monday morning?



Mr. FRANKLIN. Of course, as I have said before, Senator Smith, we considered that our first really authentic information came from Capt. Haddock. Our telephone message to Montreal was to ask if Montreal could confirm this rumor. Our Montreal representative replied about an hour later saying that he had confirmation of the rumor in Montreal.

Senator SMITH. That comes back to my question. He had his information from the *Virginian*?

Mr. FRANKLIN. The information in Montreal was reported to have come from the steamship *Virginian*.

Senator SMITH. And your first authentic information, or official information, was received from the Montreal office about 2.30 Monday morning?

Mr. FRANKLIN. If you consider that the official information. My statement has always been, and my feeling has always been, that our first authentic information was the information which we received from Capt. Haddock. My recollection is that the reply of our Montreal representative was to the effect that that rumor was also in Montreal.

Senator SMITH. I read yesterday a quotation from a Montreal paper, published Monday morning following the catastrophe, giving substantially the same information that you had from Montreal.

Mr. FRANKLIN. Quite right, sir; the same information we had from the newspapers and the Associated Press prior to calling up Montreal. Also, when we got to the office we found that there again.

Senator SMITH. Which was confirmed by the Montreal communication?

Mr. FRANKLIN. The Montreal office advised that they had similar information there.

Senator SMITH. Your information from Capt. Haddock, of the *Olympic*, was received between 5 and 6 o'clock on Monday morning?

Mr. FRANKLIN. I have given that telegram.

Senator SMITH. I have it accurately; I do not care to have you guess at it. Have you the message?

Mr. FRANKLIN. My recollection is the first message we got from Capt. Haddock was about 9 o'clock, or between 9 and 10.

Senator SMITH. Was not that because it was not delivered?

Mr. FRANKLIN. No, sir; I do not think so, because prior to that time we sent word to all telegraph offices. I would like to fix the message—that is, the message from Capt. Haddock that said he was 310 miles——

Senator SMITH. From the *Titanic*?

Mr. FRANKLIN. Yes; from the *Titanic*.

Senator SMITH. As far as you can find out, the information you received through your Montreal office at half past 2 Monday morning was accurate?

Mr. FRANKLIN. It was marvelously correct, as it turned out. But remember, we had that information from the Associated Press before that.

Senator SMITH. You had rumors, as you described?

Mr. FRANKLIN. The same thing as Montreal.

Senator SMITH. Not exactly, because that came through your office, and the *Virginian* is owned in Montreal?

Mr. FRANKLIN. Owned by the Allens, living in Montreal, or some of them living in Montreal.

Senator SMITH. So, really, that was more authentic than the rumors you speak of?

Mr. FRANKLIN. It seemed so to us, as it was nearer the source of information than anything else. That is the way I put it.

Senator SMITH. That is the reason you went to that source?

Mr. FRANKLIN. That is the reason we went there.

Senator SMITH. I was quite persistent, and I do not desire to be impertinent at all, and I am sure you will acquit me of that——

Mr. FRANKLIN. Correct, sir.

Senator SMITH. But that I may not overlook any important reason for the information you received at 2.30 a. m. Monday not becoming public through any announcement of the White Star Line, and, in view of the fact that I hold in my hand a telegram signed “White Star Line,” which you have previously seen, dated at 8.27 p. m., Monday, April 15, in which some member of the White Star Line says:

“*Titanic* proceeding to Halifax. Passengers will probably land there Wednesday. All safe.

(Signed) WHITE STAR LINE.

And in view of the fact that that same information was given out here by your agents to people who made inquiries for families and friends on Monday, I am prompted to ask a very direct question.

Between the time that you received this information from Montreal and the time you made public the information which you received from Montreal, did your company reinsure the *Titanic* or its cargo anywhere?

Mr. FRANKLIN. Absolutely, no.

Senator SMITH. Did you make any endeavor to reinsure with the Lloyd's in England?

Mr. FRANKLIN. None whatever.

Senator SMITH. Are you speaking now for all the officers of your company, here and abroad?

Mr. FRANKLIN. I say this, that our insurance is handled in our New York office, and I am sure that nobody would have taken any action regarding it, or have done anything in connection with it, for account of our company or anybody connected with the company, in any way, without first having taken it up with me.

Senator SMITH. You had already advised your Liverpool office, in a message which they received at 10 o'clock Monday morning, of the loss of the *Titanic*?

Mr. FRANKLIN. I sent a message, and the memorandum on the message shows it went about 6 o'clock, as I remember it.

Senator SMITH. In the morning?

Mr. FRANKLIN. In the morning.

Senator SMITH. Monday?

Mr. FRANKLIN. They would receive that message five hours later, their time, barring the amount of time it would take to get the message through, depending upon the condition of the wires. That message you have already seen.

Senator SMITH. I have it here.

Mr. FRANKLIN. That clearly states that it was newspaper rumor. It does not say anything else. I will read it off to you if you want me to.

Senator SMITH. Have you a copy of it there?

Mr. FRANKLIN. I have.

Newspaper wireless reports——

Senator SMITH. It is addressed how?

Mr. FRANKLIN. To Liverpool. You have the original there, Senator. This only says, “To Liverpool,” on the sheet I have.

Newspaper wireless reports advise *Titanic* collision iceberg 41° 46' north, 50° 14' west. Women being put lifeboats. Steamer *Virginian* expects reach *Titanic* 10 a. m. to-day. *Olympic* and *Baltic* both proceeding *Titanic*. We have no direct information.

I might say that through the entire day we told the newspaper representatives, who were there all the time—we got our first information from the newspapers, and we told the newspapers all the time—that our only authentic information was coming from Capt. Haddock and we were giving them that.

Senator SMITH. If your officials in Liverpool or London, or any place else, had reinsured your cargo would you have known it?

Mr. FRANKLIN. I would certainly have had the advice. But there was nobody in England who was in any way connected with the insurance department and nobody there who would have taken any action in connection with insurance matters. I might say we carry no insurance on the cargo, Senator.

Senator SMITH. None at all?

Mr. FRANKLIN. We only insure the freight money; the insurance is not on the cargo itself, but on the freight money.

Senator SMITH. This ship was insured for \$4,000,000?

Mr. FRANKLIN. This ship was insured with outside underwriters for \$5,000,000, in round figures. It was, in pounds, about a million pounds. The company carried the remainder, up to about \$600,000—between \$500,000 and \$600,000. That is, our insurance fund carried the remainder.

Senator SMITH. I asked you yesterday if I had all telegrams and cable messages and wireless messages between yourself and other officers or directors of the company?

Mr. FRANKLIN. To the best of my knowledge.

Senator SMITH. Either on shipboard or in any other part of the world?

Mr. FRANKLIN. To the best of my knowledge and belief, you have everything.

Senator SMITH. Regarding this accident?

Mr. FRANKLIN. Yes, sir.

Senator SMITH. On the succeeding days?

Mr. FRANKLIN. Yes, sir; and on subsequent days.

Senator SMITH. That is all.

Witness excused.

#### TESTIMONY OF ANDREW CUNNINGHAM.

The witness was sworn by the chairman.

Senator SMITH. Where do you reside?

Mr. CUNNINGHAM. In Southampton, England.

Senator SMITH. How old are you?

Mr. CUNNINGHAM. Thirty-eight.

Senator SMITH. What is your business?

Mr. CUNNINGHAM. I was stateroom steward on the *Titanic*.

Senator SMITH. What deck were you assigned to, if any?

Mr. CUNNINGHAM. C deck; aft, on the starboard side.

Senator SMITH. How many rooms did you have charge of?

Mr. CUNNINGHAM. Nine, sir.

Senator SMITH. Do you know who occupied those rooms on the voyage from Southampton to the place of the wreck of the *Titanic*?

Mr. CUNNINGHAM. Yes, sir.

Senator SMITH. Who were they?

Mr. CUNNINGHAM. In number 85 were Mr. and Mrs. Bradley Cummings, of New York City; in 87 Mr. and Mrs. Clark, of New York City; in 89 W. T. Stead, the editor of the Review of Reviews, from London; in number 91 were a Mr. and Miss Graham, of New York City; in 125 was a Miss Schutz, a governess to Miss Graham. The other cabins were vacant.

Senator SMITH. Where were you the Sunday afternoon and evening preceding this accident?

Mr. CUNNINGHAM. It was my afternoon off. I was off that Sunday afternoon.

Senator SMITH. You were off that afternoon?

Mr. CUNNINGHAM. Yes, sir. It happened to be my turn for the middle watch, or from 12 to 4. So I was excused from duty from 9 until the time I was called to go on the middle watch.

Senator SMITH. Were you on duty when this accident happened?

Mr. CUNNINGHAM. I was just called, sir.

Senator SMITH. What did you do when you found that there was an accident?

Mr. CUNNINGHAM. I was stationed on D deck, forward, that night.

Senator SMITH. In charge of what?

Mr. CUNNINGHAM. On the bells; to answer bells—the wants of any passengers.

Senator SMITH. Were you on D deck at the time the impact occurred?

Mr. CUNNINGHAM. No, sir.

Senator SMITH. Where were you?

Mr. CUNNINGHAM. I was leaving the glory hole, where we lived.

Senator SMITH. After the ship struck this obstacle, what did you do?

Mr. CUNNINGHAM. I answered one or two of the bells. The ladies wanted to know how to put on life belts. There had been no order passed then. They asked me how to put them on, and I showed several of them; six or seven probably. I do not know their names. I looked down on E deck to see how things were there. There was a stairway that led from the E deck to the post office, and the water was down there then. That was level with F deck.

Senator SMITH. Do you know the names of any of the passengers on D deck whom you assisted that night?

Mr. CUNNINGHAM. No, sir; it was not my section.

Senator SMITH. Have you ever seen any of them since?

Mr. CUNNINGHAM. Yes; I saw one maid on the *Carpathia* afterwards.

Senator SMITH. What was her name?

Mr. CUNNINGHAM. I do not know.

Senator SMITH. Was that Miss Graham's maid?

Mr. CUNNINGHAM. No, sir.

Senator SMITH. She was no one you had known before; no one from your special section on the ship?

Mr. CUNNINGHAM. No; only seeing her on the ship.

Senator SMITH. Did you look about the *Carpathia* to see whether any of those passengers whom you had assisted were on board?

Mr. CUNNINGHAM. I saw 5 of my own passengers.

Senator SMITH. Who were they?

Mr. CUNNINGHAM. Mr. and Miss Graham and the governess, and Mrs. Clark, and Mrs. Cummings.

Senator SMITH. Did you make diligent search?

Mr. CUNNINGHAM. On the *Carpathia*? No, sir.

Senator SMITH. Do you know whether the others survived or were lost?

Mr. CUNNINGHAM. My own people? They were lost, sir.

Senator SMITH. After you found that there was water in the post office, what did you do?

Mr. CUNNINGHAM. There was another bell rung, and I came up and answered it.

Senator SMITH. Was there any signal given or order given, within your hearing, to arouse the passengers from their staterooms?

Mr. CUNNINGHAM. Oh, yes. About half-past 12 all the stateroom stewards came on duty again, to their respective stations. I went back to my own station on C deck, and my passengers had then been aroused. There were only three left, then.

Senator SMITH. At half-past 12?

Mr. CUNNINGHAM. Yes, sir.

Senator SMITH. Did you hear any order of that kind given before half-past 12?

Mr. CUNNINGHAM. No, sir.

Senator SMITH. That was about 55 minutes after the ship had struck the iceberg?

Mr. CUNNINGHAM. Forty-five or fifty minutes; I think she struck about a quarter to 12.

Senator SMITH. Do you know whether any of the passengers were given any warning by any order or by any person before that time; do you know that of your own knowledge?

Mr. CUNNINGHAM. Not that I know of. A sort of a general order was passed around.

Senator SMITH. At that hour?

Mr. CUNNINGHAM. At that hour.

Senator SMITH. Were you awake when this collision occurred?

Mr. CUNNINGHAM. I had just been called to go on watch.

Senator SMITH. Were you dressed, or were you in bed?

Mr. CUNNINGHAM. I was lying on my bunk with my clothes on.

Senator SMITH. Who called you?

Mr. CUNNINGHAM. One of the other stateroom stewards.

Senator SMITH. What did he say to you?

Mr. CUNNINGHAM. He said, "It is time to turn out."

Senator SMITH. Is that all he said?

Mr. CUNNINGHAM. That is all he said.

Senator SMITH. When did you first learn of the very serious character of the collision?

Mr. CUNNINGHAM. From my own knowledge, when I saw the water in the post-office deck, I thought it was pretty bad then.

Senator SMITH. That was the first information that you got that was reliable, and you then formed your opinion?

Mr. CUNNINGHAM. Yes, sir.

Senator SMITH. About its seriousness? You yourself judged as to its seriousness at that time.

Mr. CUNNINGHAM. Yes, sir.

Senator SMITH. Do you know whether they had an emergency alarm on the *Titanic* at that time?

Mr. CUNNINGHAM. To call all the passengers?

Senator SMITH. Yes.

Mr. CUNNINGHAM. I do not think so.

Senator SMITH. You do not think they had?

Mr. CUNNINGHAM. No, sir.

Senator SMITH. In the absence of such an alarm, how would the passengers be awakened in case of distress?

Mr. CUNNINGHAM. Each stateroom steward would go around and call them, himself.

Senator SMITH. Then, if they were apprised of serious danger, they would be obliged to depend entirely upon the vigilance of the stateroom steward?

Mr. CUNNINGHAM. That is so, sir.

Senator SMITH. Did you return to your stateroom after you found that there had been a collision?

Mr. CUNNINGHAM. About half past 12, when the order was given to awaken all the passengers, I went back to my own section—C deck, aft—and all my passengers were gone out except three.

Senator SMITH. They had gone out?

Mr. CUNNINGHAM. They had gone up on the boat deck with life belts on, all except three.

Senator SMITH. How do you know they had gone up there?

Mr. CUNNINGHAM. Because the stewardess had called the ladies and they were not in their rooms.

Senator SMITH. The stewardess told you?

Mr. CUNNINGHAM. Yes.

Senator SMITH. And where were the other three?

Mr. CUNNINGHAM. Mr. Cummings was in his stateroom.

Senator SMITH. Asleep?

Mr. CUNNINGHAM. No; he had come down for an overcoat. He had been on deck. Later, Mr. Clark came along and entered his stateroom and he then put on a life belt. Then Mr. Stead asked me how to fix on a life belt and I helped him put it on and that was the last man of my passengers.

Senator SMITH. You put the life belt on Mr. Stead, yourself?

Mr. CUNNINGHAM. Yes, sir.

Senator SMITH. That was the last life belt you adjusted to any one?

Mr. CUNNINGHAM. Yes, sir.

Senator SMITH. Did you ever see Mr. Stead after that?

Mr. CUNNINGHAM. No, sir.

Senator SMITH. Then you assisted these ladies you have mentioned to put life belts on—four or five altogether—and Mr. Stead?

Mr. CUNNINGHAM. Yes, sir.



Senator SMITH. Did you put life belts on any other persons?

Mr. CUNNINGHAM. No, sir; not that evening.

Senator SMITH. Or at any other time?

Mr. CUNNINGHAM. No, sir.

Senator SMITH. Did you put one on yourself?

Mr. CUNNINGHAM. Yes; when all the passengers had gone out.

Senator SMITH. After the passengers from your staterooms had gone up, you put a life belt on yourself?

Mr. CUNNINGHAM. Yes.

Senator SMITH. And where did you go?

Mr. CUNNINGHAM. I waited on the ship until all the boats had gone and then I took to the water.

Senator SMITH. You waited on the ship until all the boats had gone and then threw yourself into the water?

Mr. CUNNINGHAM. Yes; into the water.

Senator SMITH. How long was it before the boat sank?

Mr. CUNNINGHAM. I went in the water about 2 o'clock, I should say.

Senator SMITH. How long had you been in the water before the boat sank?

Mr. CUNNINGHAM. I should say about half an hour.

Senator SMITH. When you struck the water what did you do?

Mr. CUNNINGHAM. I swam clear of the ship, I should say about three-quarters of a mile. I was afraid of the suction.

Senator SMITH. You were swimming away from the suction that you supposed would follow the sinking?

Mr. CUNNINGHAM. Yes.

Senator SMITH. What did you do then?

Mr. CUNNINGHAM. I had a mate with me. We both left the ship together.

Senator SMITH. Did he have a life preserver on?

Mr. CUNNINGHAM. Yes, sir.

Senator SMITH. What did you do?

Mr. CUNNINGHAM. We saw the ship go down then. Then we struck out to look for a boat.

Senator SMITH. You swam around in the water until you saw the ship go down?

Mr. CUNNINGHAM. Until I saw the ship go down.

Senator SMITH. Then you turned to look for a lifeboat?

Mr. CUNNINGHAM. Then I turned to look for a lifeboat; yes.

Senator SMITH. Did you see one?

Mr. CUNNINGHAM. No. I heard one, and I called to it.

Senator SMITH. Did that lifeboat come toward you, or did you go toward it?

Mr. CUNNINGHAM. I went toward it.

Senator SMITH. It did not come toward you?

Mr. CUNNINGHAM. I do not think so.

Senator SMITH. When you got in it, whom did you find in it?

Mr. CUNNINGHAM. There was a quartermaster in charge—Perkins or Perkis. It was No. 4 boat. They picked us up. There was also a lamp trimmer in it named Hemmings, and another sailor called Foley, and a fireman. The rest were ladies. Two of my own passengers happened to be there.

Senator SMITH. Two of your passengers and Hemmings and Foley and Perkis and yourself?



Mr. CUNNINGHAM. And myself; yes.

Senator SMITH. That made six male passengers?

Mr. CUNNINGHAM. Then there was a fireman there, as well.

Senator SMITH. What was his name.

Mr. CUNNINGHAM. A fellow called Smith—F. Smith.

Senator SMITH. Did you see any other man in the boat?

Mr. CUNNINGHAM. Yes. I think there was one of the galley hands; I am not quite sure.

Senator SMITH. What was his name?

Mr. CUNNINGHAM. I do not know. The reason I know the names of any of them is that Mrs. Cummings, one of my passengers, sent me around to find out who was in the boat. Otherwise I would not know their names.

Senator SMITH. In addition to that fireman, were there any other male passengers in that boat?

Mr. CUNNINGHAM. Yes; I think there was another fireman in the bottom of the boat; and besides that there was my mate, who died just after he was pulled in.

Senator SMITH. How many women were in that boat?

Mr. CUNNINGHAM. I could not tell you.

Senator SMITH. Did you count them?

Mr. CUNNINGHAM. They were fairly well crowded. I could not count them. There was not room to row.

Senator SMITH. What boat was it?

Mr. CUNNINGHAM. No. 4 boat, sir.

Senator SMITH. Who was in charge of it?

Mr. CUNNINGHAM. The quartermaster, Perkis.

Senator SMITH. You say you found Hemmings in the boat?

Mr. CUNNINGHAM. Hemmings was in the boat, sir.

Senator SMITH. Do you know where he reached the boat?

Mr. CUNNINGHAM. I do not know where he got in, but he himself has told me that he was picked up.

Senator SMITH. He swam to the side of the boat?

Mr. CUNNINGHAM. He swam to the side of the boat.

Senator SMITH. Without a life preserver, 200 yards, and climbed into this boat?

Mr. CUNNINGHAM. I do not know whether he had a life preserver on or not.

Senator SMITH. I wish you would tell me accurately, if you can, or approximately, how many ladies were in that boat and how many children were in it?

Mr. CUNNINGHAM. I should say there were 40 ladies in that boat.

Senator SMITH. Were there any children?

Mr. CUNNINGHAM. I did not see any.

Senator SMITH. Was it the large lifeboat.

Mr. CUNNINGHAM. Yes; one of the large ones.

Senator SMITH. How many people do you understand a lifeboat of that size is intended to hold on a calm night with an unruffled sea?

Mr. CUNNINGHAM. I think 60 would be enough.

Senator SMITH. And yours had 48 in it?

Mr. CUNNINGHAM. Of course, we picked up another man after I was picked up.

Senator SMITH. When you were picked up?

Mr. CUNNINGHAM. Just after.

Senator SMITH. They picked up you and your mate and another man?

Mr. CUNNINGHAM. Another man, yes; one of the storekeepers.

Senator SMITH. That makes 49 in there. You have not yet said whether there were any male passengers?

Mr. CUNNINGHAM. I never saw any male passengers.

Senator SMITH. Did you hear the testimony of Hemmings, that 15 minutes after the ship struck this iceberg his mate came to his room and aroused him and told him he had but 15 minutes to live; that this information came from Mr. Andrews, the builder of the ship, and to say nothing to anyone?

Mr. CUNNINGHAM. No. I never heard that until I saw it in the papers; last night, I think it was.

Senator SMITH. Did Hemmings say anything to you about that?

Mr. CUNNINGHAM. No, sir.

Senator SMITH. How do you account for a large proportion of those in that lifeboat being members of your crew and no male passengers at all?

Mr. CUNNINGHAM. Well, as far as I understand, when the boat left the ship's side there were only about three sailors in it, three men to man the boat; the rest were picked up.

Senator SMITH. How do you know there were only three in it? You were not there when it was loaded, but you joined this boat out away from the *Titanic*. Did somebody tell you?

Mr. CUNNINGHAM. There were only about eight or nine men in it altogether.

Senator SMITH. I understand that.

Mr. CUNNINGHAM. The majority of them were picked up out of the water.

Senator SMITH. Not after you got aboard?

Mr. CUNNINGHAM. When I come in the boat there was Smith, a fireman; another fireman whose name I do not know; Hemmings; Foley; and the quartermaster.

Senator SMITH. Yourself and your mate, and you picked up another man?

Mr. CUNNINGHAM. Yes; Prentiss, the storekeeper.

Senator SMITH. Did you see the barber, Mr. Whitman, in your boat?

Mr. CUNNINGHAM. No, sir; he was not in our boat.

Senator SMITH. But this storekeeper you recall?

Mr. CUNNINGHAM. I recall him.

Senator SMITH. Did any other person, man or woman, attempt to enter lifeboat No. 4 after you got into it?

Mr. CUNNINGHAM. I never saw any, sir.

Senator SMITH. Did the officer in charge of lifeboat No. 4 attempt to go to any persons in the water?

Mr. CUNNINGHAM. I think his was the nearest boat to the scene of the accident, because he picked up most of the lot, I think.

Senator SMITH. But he was some distance off, in order to avoid the suction?

Mr. CUNNINGHAM. He was some distance off.

Senator SMITH. What did you next do?

Mr. CUNNINGHAM. Well, as soon as I got into the boat, I took an oar, and we rowed about until morning, until we sighted the *Carpathia*.

Senator SMITH. Did you row away from the scene of the wreck, in the direction of the *Carpathia*?

Mr. CUNNINGHAM. We rowed in the direction of the *Carpathia*.

Senator SMITH. Away from the scene of the wreck?

Mr. CUNNINGHAM. Away from the scene of the wreck.

Senator SMITH. And did you row all night?

Mr. CUNNINGHAM. Up until about half past 7 in the morning, when we went on board the *Carpathia*.

Senator SMITH. So that you did not lie on your oars there and drift; you went in the direction of the relief?

Mr. CUNNINGHAM. Of the relief, as soon as we saw it.

Senator SMITH. How far could you sight it?

Mr. CUNNINGHAM. It might have been 4 or 5 miles off.

Senator SMITH. Did all the passengers, or all the people in your boat, No. 4, reach the *Carpathia* alive?

Mr. CUNNINGHAM. All alive, sir. Of course, we took the two dead men with us. They were taken on board.

Senator SMITH. While you were in the water that night did you suffer from the cold?

Mr. CUNNINGHAM. Yes, sir; it was very cold.

Senator SMITH. Bitter cold?

Mr. CUNNINGHAM. Bitter cold; nearly freezing, I should think.

Senator SMITH. You had a regular station on the ship, did you not?

Mr. CUNNINGHAM. On the ship; yes, sir.

Senator SMITH. In time of trouble?

Mr. CUNNINGHAM. Yes, sir.

Senator SMITH. Where was your station?

Mr. CUNNINGHAM. I think it was No. 7 boat, sir.

Senator SMITH. On the starboard side?

Mr. CUNNINGHAM. Yes; on the starboard side.

Senator SMITH. Did you respond to your station when you first heard of the accident?

Mr. CUNNINGHAM. Go up to the boat, sir?

Senator SMITH. Yes.

Mr. CUNNINGHAM. No; I did not.

Senator SMITH. Why not?

Mr. CUNNINGHAM. I waited down in my rooms, closed them all and shut off the lights, and went on deck. When I went up there that boat had gone, I think.

Senator SMITH. No. 7 had gone?

Mr. CUNNINGHAM. No. 7 had gone.

Senator SMITH. Did No. 4 have a lamp on it?

Mr. CUNNINGHAM. I do not think so, sir.

Senator SMITH. Did it have water and food?

Mr. CUNNINGHAM. It had water, I know.

Senator SMITH. Any food?

Mr. CUNNINGHAM. There may have been food forward; but I never heard anyone ask for food. I know there was a tank in the forward part. There was water there.

Senator SMITH. What was your mate's name?

Mr. CUNNINGHAM. A man called Sidney Seibert.

Senator SMITH. So far as you know, did the boat list provide for all the crew and all the passengers?

Mr. CUNNINGHAM. The boat list is only posted up for the crew, not of the first-class passengers. It is only stationed there for the stewards and the galley hands. Of course, there was another list stationed in the firemen's fore-castle for the firemen to see, and also one stationed for the sailors to see, in their own fore-castle. They were quite distinct from our lists.

Senator SMITH. Was your list posted in its proper place?

Mr. CUNNINGHAM. It was posted in its proper place in the pantry.

Senator SMITH. You had had no drills between Southampton and the place of the wreck?

Mr. CUNNINGHAM. No, sir; only fire drill.

Senator SMITH. What did that consist of?

Mr. CUNNINGHAM. Getting the hose out and seeing that everything was all right.

Senator SMITH. Taking the hose out?

Mr. CUNNINGHAM. Yes, sir.

Senator SMITH. Your mate did not survive?

Mr. CUNNINGHAM. No, sir.

Senator SMITH. I wish you would tell the committee the signal that calls you to your station in case of an emergency.

Mr. CUNNINGHAM. We have not any regular signal, sir. You mean to the boat station?

Senator SMITH. Yes.

Mr. CUNNINGHAM. Oh, that is a blast of the whistle from the bridge; one long blast of the whistle.

Senator SMITH. Did you hear a blast of the whistle giving the signal that night?

Mr. CUNNINGHAM. No, sir. It is very hard to hear, you know, when you are between decks.

Senator SMITH. It is expected you will hear it, is it not?

Mr. CUNNINGHAM. Did I expect to hear it, sir?

Senator SMITH. It is expected you will hear that signal?

Mr. CUNNINGHAM. I believe so, sir.

Senator SMITH. Did you see any icebergs that morning as you were rowing toward the *Carpathia*?

Mr. CUNNINGHAM. Yes, sir; three or four, sir; and a long field of ice.

Senator SMITH. All the passengers on life boat No. 4 were safely landed on the *Carpathia*?

Mr. CUNNINGHAM. All safely landed, sir.

Senator SMITH. I think that is all.

Witness excused.

#### TESTIMONY OF FREDERICK D. RAY.

The witness was sworn by Senator Smith.

Senator SMITH. What is your full name?

Mr. RAY. Frederick D. Ray.

Senator SMITH. Where do you live?

Mr. RAY. No. 56 Palmer Park Avenue, Reading, Burks.

Senator SMITH. England?

Mr. RAY. Yes, sir.

Senator SMITH. How old are you?

Mr. RAY. Thirty-three.

Senator SMITH. Are you a man of family?

Mr. RAY. No, sir; married.

Senator SMITH. What is your business?

Mr. RAY. Steward. I was first-class steward on the *Titanic*.

Senator SMITH. What were your duties?

Mr. RAY. To wait at the tables and see to the saloon generally. That is all.

Senator SMITH. Did you perform that service on the voyage from Southampton to the place of the wreck of the *Titanic*?

Mr. RAY. Yes, sir.

Senator SMITH. Were you on duty on Sunday?

Mr. RAY. Not after 9 o'clock, sir.

Senator SMITH. Sunday morning or evening?

Mr. RAY. Evening.

Senator SMITH. Not after 9 o'clock?

Mr. RAY. Not after 9 o'clock, sir.

Senator SMITH. Up to that hour were you on duty?

Mr. RAY. Yes, sir.

Senator SMITH. Where?

Mr. RAY. In the saloon.

Senator SMITH. Just give the location of that saloon on the ship.

Mr. RAY. As near to amidships as could be, I should imagine; about five decks down and between fore and aft; about amidships.

Senator SMITH. In the main saloon?

Mr. RAY. Yes, sir.

Senator SMITH. Did you know the captain of the *Titanic* by sight?

Mr. RAY. Very well, sir.

Senator SMITH. Was he in that saloon that night?

Mr. RAY. I did not notice him, sir.

Senator SMITH. Would you have noticed him if he had been there?

Mr. RAY. It is doubtful, sir. I was waiting on the starboard side, quite close to him, but I can not remember whether he was there at dinner that night or not. I did not make any point of remembering.

Senator SMITH. Was it his custom to come there?

Mr. RAY. Yes, sir.

Senator SMITH. Often?

Mr. RAY. To most meals.

Senator SMITH. Did he dine there that night?

Mr. RAY. I could not say, sir.

Senator SMITH. Where was his table?

Mr. RAY. In the center of the saloon; the sixth table on the forward end of the saloon; back toward the bow of the ship.

Senator SMITH. Did he have a personal waiter or steward of his own?

Mr. RAY. Yes, sir.

Senator SMITH. Who was he?

Mr. RAY. A man named Phainten, I think it was; I am almost sure.

Senator SMITH. Did he survive?

Mr. RAY. No, sir. He was last seen on the bridge, standing by the captain.

Senator SMITH. Did you see Mr. Ismay in the saloon that night?

Mr. RAY. I did not notice him, sir. He was on the other side. I believe he had a table on the port side of the saloon, and I was waiting on the starboard side. It being a large saloon and there being a great number of people there, I would not have noticed him, because I would not go over to the other side of the saloon. I would go right up on the starboard side.

Senator SMITH. Did you know him by sight?

Mr. RAY. Yes, sir; very well.

Senator SMITH. Did you know he was on board ship?

Mr. RAY. Yes, sir; I have seen him on several occasions.

Senator SMITH. I think I understood you to say you did not know whether the captain dined at his customary place that Sunday evening or not?

Mr. RAY. Quite correct, sir.

Senator SMITH. If you can remember, whom did you serve on that voyage from Southampton to the place of the accident, if you know any by name?

Mr. RAY. Who did I serve?

Senator SMITH. Yes.

Mr. RAY. I waited on Maj. Butt, Mr. Moore, Mr. Millet, Mr. Clark, and Mrs. Clark.

Senator SMITH. Any others?

Mr. RAY. That is all, sir.

Senator SMITH. What time did they dine on Sunday night?

Mr. RAY. Mr. Moore and Mr. Millet dined together about 7.30, and finished dinner about 8.15. Maj. Butt was not down, because he was dining in the restaurant.

Senator SMITH. Did you know with whom he was dining?

Mr. RAY. No, sir.

Senator SMITH. Have you since heard from anyone whether he was dining with the captain?

Mr. RAY. No, sir. I heard since that he was dining with the Wideners. I do not know whether it is true or not, though, sir; that is only what I heard.

Senator SMITH. From whom did you hear that? Just to refresh your recollection, let me ask whether you understood from anybody that Mrs. Widener gave a dinner in the café that night, Sunday night, to the captain of the ship, Mr. and Mrs. Carter, Mr. and Mrs. Thayer, Harry Widener, jr., and Maj. Butt? Was this the report that you heard?

Mr. RAY. Yes, sir. I think it was Mrs. Moore. I saw Mrs. Moore after I arrived here. I think it was. I heard Maj. Butt was dining with the Wideners. I did not hear it on the ship.

Senator SMITH. You do not know who waited on them in the café?

Mr. RAY. No, sir. No survivor. There was only one survivor, I believe, from the restaurant.

Senator SMITH. Who was he?

Mr. RAY. He was a scullion.

Senator SMITH. He was a dishwasher, was he not?

Mr. RAY. Yes, sir; a dishwasher, to be more correct; and there were two lady clerks. They would probably remember. They are not here. They are survivors, but they have gone back to England.

Senator SMITH. You say none of the stewards in the café survived except——



Mr. RAY (interrupting). No stewards; the two lady clerks and the dishwasher.

Senator SMITH. How many people were employed in that café?

Mr. RAY. I believe over 100. I do not know how many, but I think over 100.

Senator SMITH. Over 100 in the café?

Mr. RAY. Yes, sir.

Senator SMITH. How many people were in the main saloon?

Mr. RAY. In the main dining saloon, sir?

Senator SMITH. Yes.

Mr. RAY. I heard since that there were 104.

Senator SMITH. Do you know how many survived among the employees in that dining room?

Mr. RAY. I heard it was just over 40, but I do not know. I can not speak with any accuracy.

Senator SMITH. When did you last see Maj. Butt and the other people on whom you waited at their regular table?

Mr. RAY. I saw Maj. Butt for the last time at luncheon, when he left, on Sunday. Mr. Moore and Mr. Millet I saw at dinner. Mr. Moore I saw coming from the smoke room afterwards, with other people whom I did not notice, just before going to my station. Mr. Clark I did not see.

Senator SMITH. Just before you were going to your station?

Mr. RAY. Yes, sir.

Senator SMITH. That is, to your lifeboat?

Mr. RAY. Yes, sir.

Senator SMITH. Go ahead.

Mr. RAY. Mr. Clark and Mrs. Clark I did not see at all after luncheon that day.

Senator SMITH. Where was your bunk located?

Mr. RAY. On E deck, No. 3 room.

Senator SMITH. Forward or aft or amidships?

Mr. RAY. It was about amidships, on the deck below the saloon.

Senator SMITH. Who had the rooms around you at that time?

Mr. RAY. Other stewards were forward and aft.

Senator SMITH. Anyone that survived, that you now recall?

Mr. RAY. Lots of them.

Senator SMITH. How were you aroused from your slumber?

Mr. RAY. By the impact.

Senator SMITH. What kind of a shock was it, if any?

Mr. RAY. A kind of a movement that went backward and forward. I thought something had gone wrong in the engine room. I did not think of any iceberg.

Senator SMITH. Did you know Mr. Andrews, of the shipbuilding firm of Harland & Wolff, who built this vessel?

Mr. RAY. Yes, sir. I was at Belfast and waited on him around there on the *Olympic* and the *Titanic*.

Senator SMITH. Do you know what deck his stateroom was on?

Mr. RAY. No, sir; I do not know.

Senator SMITH. Do you know where he sat generally in the main saloon?

Mr. RAY. I could not be sure, sir; but I fancy it was on the port side, aft.

Senator SMITH. Is that where Mr. Ismay had his table?



Mr. RAY. No, sir; I do not know where Mr. Ismay sat.

Senator SMITH. It was not at the captain's table?

Mr. RAY. No, sir.

Senator SMITH. Did you see Mr. Andrews after the boat struck?

Mr. RAY. No, sir; I did not.

Senator SMITH. You were aroused by this impact?

Mr. RAY. Yes, sir.

Senator SMITH. What did you do?

Mr. RAY. Woke up everybody in the room. I sat up in my bunk and waited——

Senator SMITH (interposing). Was this a large room?

Mr. RAY. Twenty-eight slept in the room, sir.

Senator SMITH. Stewards?

Mr. RAY. Yes, sir; mostly saloon stewards.

Senator SMITH. When this impact came, you roused yourself?

Mr. RAY. Yes, sir.

Senator SMITH. And woke up everybody in the room?

Mr. RAY. They were all awakened by the impact.

Senator SMITH. All were awakened?

Mr. RAY. Yes, sir.

Senator SMITH. Did they all get up?

Mr. RAY. No, sir.

Senator SMITH. Did you get up?

Mr. RAY. No, sir.

Senator SMITH. Did you go back to sleep?

Mr. RAY. I was going off to sleep again when they came in and told us to get to the lifeboats.

Senator SMITH. Who told you that?

Mr. RAY. First the saloon steward and then Mr. Dodd, the second steward.

Senator SMITH. To get to the lifeboats?

Mr. RAY. Yes, sir.

Senator SMITH. How long was that after the impact?

Mr. RAY. As near as I could make out, it was about 20 minutes. It was around about 12 o'clock.

Senator SMITH. Did you all get out then?

Mr. RAY. Yes, sir.

Senator SMITH. Where did you go?

Mr. RAY. I dressed myself and put on my life belt and went along the working alleyway to the back stairway, and waited to take my turn with about 20 others, and we went straight on up to C deck. I saw the second steward up there and he asked me to get a life belt. I went through five staterooms and saw nobody there in either of them. I found a life belt in the fifth stateroom and took it to him, and proceeded on up to the boat deck, to No. 9 boat, which was my boat, allotted to me.

Senator SMITH. Did you find it there when you got on the boat deck?

Mr. RAY. Yes, sir.

Senator SMITH. Uncovered?

Mr. RAY. Yes, sir; just being swung out.

Senator SMITH. Whom did you find there at the boat?

Mr. RAY. Sailors and about a dozen other men.

Senator SMITH. How many sailors?

Mr. RAY. About two sailors at each one at the winding arrangement to wind the boat up.

Senator SMITH. And about a dozen other men?

Mr. RAY. About a dozen other men; yes, sir.

Senator SMITH. Who were those men?

Mr. RAY. The crew in general and one or two passengers.

Senator SMITH. Did you know any of the passengers that you saw there?

Mr. RAY. No, sir; I did not take any notice.

Senator SMITH. Did you see any women there?

Mr. RAY. I did not at that time, sir.

Senator SMITH. You did not?

Mr. RAY. No, sir.

Senator SMITH. What officer stood at lifeboat No. 9, if any?

Mr. RAY. There was an officer there, but I do not know what rank he took. He did not survive, so I do not know him. I did not know any of them, in fact, only Mr. Murdock.

Senator SMITH. It was not Mr. Murdock?

Mr. RAY. They were new officers to me, and I did not have time to find out what rank he was.

Senator SMITH. But you know it was not Mr. Murdock?

Mr. RAY. I know it was not Mr. Murdock.

Senator SMITH. He was the officer of the watch that night?

Mr. RAY. Yes, sir.

Senator SMITH. When you got to lifeboat No. 9 and saw those 8 or 10 men standing around it and one or two passengers and no women, what took place?

Mr. RAY. I went to the rail and looked over and saw the first boat leaving the ship on the starboard side. By that time I was feeling rather cold, so I went down below again, to my bedroom, the same way that I came up.

Senator SMITH. What did you do then?

Mr. RAY. I got my overcoat on. I went along E deck. There was nobody in No. 3 when I left.

Senator SMITH. No. 3 room?

Mr. RAY. No. 3 room, where I slept. I went along E deck and forward, and the forward part of E deck was under water. I could just manage to get through the doorway into the main stairway. I went across to the other side of the ship where the passengers' cabins were; saw nobody there. I looked to see where the water was and it was corresponding on that side of the ship to the port side. I walked leisurely up to the main stairway, passed two or three people on the way, saw the two pursers in the purser's office and the clerks busy at the safe taking things out and putting them in bags, and just then Mr. Rothschild left his stateroom and I waited for him——

Senator SMITH. Did you know him?

Mr. RAY. Yes; I had waited on him on the *Olympic*.

Senator SMITH. Let us fix the place. You were still on E deck?

Mr. RAY. Yes, sir.

Senator SMITH. And at his stateroom?

Mr. RAY. I did not say that I was in any stateroom then——

Senator SMITH. I thought you saw Mr. Rothschild?

Mr. RAY. I had come through D deck and then C deck and I saw Mr. Rothschild.

Senator SMITH. All right; go ahead.

Mr. RAY. I spoke to him and asked him where his wife was. He said she had gone off in a boat. I said, "This seems rather serious." He said, "I do not think there is any occasion for it." So we walked leisurely up the stairs until I got to A deck and went through the door. I went out there onto the open deck and along to No. 9 boat. It was just being filled with women and children. I assisted. I saw that lowered away. Then I went along to No. 11 boat, and saw that loaded with women and children and then that was lowered away. Then I went to No. 13 boat. I saw that about half filled with women and children. They said, "A few of you men get in here." There were about nine to a dozen men there, passengers and crew. I saw Mr. Washington Dodge there, asking where his wife and child were. He said they had gone away in one of the boats. He was standing well back from the boat, and I said, "You had better get in here, then." I got behind him and pushed him and I followed. After I got in there was a rather big woman came along, and we helped her in the boat. She was crying all the time and saying, "Don't put me in the boat; I don't want to go in the boat; I have never been in an open boat in my life. Don't let me stay in." I said, "You have got to go, and you may as well keep quiet."

After that there was a small child rolled in a blanket thrown into the boat to me, and I caught it. The woman that brought it along got into the boat afterwards. We left about three or four men on the deck, at the rail, and they went along to No. 15 boat.

The boat was lowered away until we got nearly to the water, when two or three of us noticed a very large discharge of water coming from the ship's side, which I thought was the pumps working. The hole was about 2 feet wide and about a foot deep, a solid mass of water coming out from the hole. I realized that if the boat was lowered down straight away the boat would be swamped and we should all be thrown into the water. We shouted for the boat to be stopped from being lowered, and they responded promptly and stopped lowering the boat.

We got oars and pushed it off from the side of the ship. It seemed impossible to lower the boat without being swamped; we pushed it out from the side of the ship and the next I knew we were in the water free from this discharge. I do not think there were any sailors or quartermasters in the boat, because they apparently did not know how to get free from the tackle. They called for knives to cut the boat loose, and somebody gave them a knife and they cut the boat loose. In the meantime we were drifting a little aft and boat No. 15 was being lowered immediately upon us, about 2 feet over our heads, and we all shouted again, and they again replied very promptly and stopped lowering boat No. 15.

We pushed out from the side of the ship. Nobody seemed to take command of the boat, so we elected a fireman to take charge. He ordered us to put out the oars and pull straight away from the ship. We pulled all night with short intervals for rest. I inquired if the ladies were all warm, and they said they were quite warm and they had a blanket to spare. There seemed to be very little excitement in the boat. They were all quite calm and collected.

Senator SMITH. Did you return to the scene of the sinking of the vessel at all after you left the boat's side?

Mr. RAY. No. I was not in charge of the boat, I was only pulling an oar. I objected to pulling away from the ship at all.

Senator SMITH. You objected?

Mr. RAY. Yes. I wanted to stand by the ship, but, of course, my voice was not much against the others. We had six oars in the boat, and several times I refused to row, but eventually gave in and pulled with the others.

Senator SMITH. How many people were in your boat, No. 13?

Mr. RAY. I did not count them. It was impossible to count them, either then or in the morning.

Senator SMITH. You never did count them?

Mr. RAY. No; I never did.

Senator SMITH. What was the proportion of men to women?

Mr. RAY. I should imagine there were about two-thirds women and one-third men.

Senator SMITH. Did you know who the men were, or any of them?

Mr. RAY. I know several of them; yes, sir.

Senator SMITH. Will you give their names?

Mr. RAY. I can give the name of one of them, Wright, steward. Another was Mr. Washington Dodge, first-class passenger.

Senator SMITH. Anyone else?

Mr. RAY. I am afraid I do not know anybody else.

Senator SMITH. Do you know the names of any of the women?

Mr. RAY. No, sir; I do not. They were mostly second and third class women.

Senator SMITH. Waitresses or stewardesses?

Mr. RAY. There were no waitresses or stewardesses on our boat at all, sir. There were two or three children; one very young baby, 7 months old.

Senator SMITH. Did all these people in lifeboat No. 13 reach the *Carpathia* alive?

Mr. RAY. Quite safely, sir. It was about the best boat there, I imagine, from what I heard.

Senator SMITH. Was lifeboat No. 13 a full-sized lifeboat?

Mr. RAY. Full-sized; yes, sir.

Senator SMITH. Did you have a lamp in it?

Mr. RAY. We did not look for it, sir. Well, we looked for it, but it may have been in a locker; and owing to the crowded condition of the boat, we could not make a thorough search.

Senator SMITH. You did not find any?

Mr. RAY. No, sir.

Senator SMITH. You saw No. 9, and, as I understood you, No. 11 and No. 13 boats loaded?

Mr. RAY. I did, sir.

Senator SMITH. And assisted in loading them?

Mr. RAY. Yes, sir.

Senator SMITH. During that time, while you were loading those boats, did you see any of the people whom you especially waited on at your table in the dining room?

Mr. RAY. No, sir; I did not.

Senator SMITH. At no time?

Mr. RAY. Not at that time, sir.

Senator SMITH. Did you see them at all?

Mr. RAY. I saw Mr. Moore coming from the smoking room, as I stated. That was the only one.

Senator SMITH. But you did not see any of these people you have named at the lifeboats?

Mr. RAY. No, sir.

Senator SMITH. I wish you would tell the committee how far out from the side of the boat deck these three lifeboats that you helped to fill hung on the davits.

Mr. RAY. We did not lower them from the boat deck, sir.

Senator SMITH. Where did you lower them from?

Mr. RAY. “A” deck.

Senator SMITH. They were lowered to the next deck?

Mr. RAY. They were lowered to the next deck down.

Senator SMITH. And loaded there?

Mr. RAY. Yes, sir.

Senator SMITH. Were there people on the upper or boat deck at that time?

Mr. RAY. I heard so, afterwards.

Senator SMITH. How many?

Mr. RAY. I could not say, sir.

Senator SMITH. You say you went to No. 9, which was your boat?

Mr. RAY. Yes, sir.

Senator SMITH. Was it then suspended at the boat deck, or at A deck?

Mr. RAY. At A deck, sir.

Senator SMITH. Do you know of any other lifeboats that were lowered to A deck and filled from A deck?

Mr. RAY. Yes, sir; No. 15, sir.

Senator SMITH. The lowering of these four lifeboats on the starboard side to A deck suspended them by their gear how far below the upper deck?

Mr. RAY. Four or five feet, sir—about 5 feet, I imagine—from the boat deck.

Senator SMITH. In that position was it not a little difficult to get into the lifeboats?

Mr. RAY. That was from the boat deck. They loaded them at A deck. You could get off A deck straight into the boat, without any difficulty. I saw no difficulty whatever in loading the passengers into the boat.

Senator SMITH. That is, at A deck the lifeboats were out away from the deck about  $2\frac{1}{2}$  or 3 feet?

Mr. RAY. They certainly were not.

Senator SMITH. I mean at the boat deck.

Mr. RAY. At the boat deck they were lower than the boat deck. I said they were about 4 feet from the boat deck—that is, lower than the boat deck, not out from the boat deck. They hung straight down, and they were dropped straight to A deck, and the people got over the rail and got straight into them without any difficulty whatever.

Senator SMITH. Lamp Trimmer Hemmings says that the boat he assisted in loading was out about  $2\frac{1}{2}$  to 3 feet.

Mr. RAY. I did not experience it, sir.

Senator SMITH. You did not experience anything of that kind?

Mr. RAY. No, sir.

Senator SMITH. The boats, when lowered to A deck, were accessible without jumping into them?

Mr. RAY. They certainly were, sir.

Senator SMITH. Did anyone who attempted to get into them fall?

Mr. RAY. No, sir. We had no accidents whatever. I saw no accident whatever.

Senator SMITH. You spoke of the little baby being thrown to you.

Mr. RAY. It was just thrown about 2 or 3 feet to me, and I caught it, unrolled the blankets, and found that it was a little baby.

Senator SMITH. Did the boat hang against the rail at A deck?

Mr. RAY. It was not touching the rail, sir; but it was quite close enough to get in without any exertion at all.

Senator SMITH. That is, within a few inches, or feet?

Mr. RAY. It may have been that distance [indicating about a foot].

Senator SMITH. A foot?

Mr. RAY. It may have been a foot. There was not any difficulty in getting into the boat, anyway.

Senator SMITH. Did you see any male passengers, or men of the crew, ordered out, or thrown out, of these lifeboats on the starboard side?

Mr. RAY. None whatever, sir; I seen no occasion for it. Everybody was very orderly, and there was no occasion to throw anybody about.

Senator SMITH. Did you see Mr. Ismay in either of these boats?

Mr. RAY. No, sir; I did not.

Senator SMITH. How many boats had gone from the starboard side when you reached No. 9?

Mr. RAY. I could not swear to that, but I fancied they had all gone forward. Nos. 15, 11, 9, and 13 were the last four to leave the ship. They had all left excepting those numbers.

Senator SMITH. I do not remember whether I asked you—if not, I will now—how many of the crew were in your boat, No. 13?

Mr. RAY. As far as I can remember, sir, there were about four or five firemen, one baker, and three stewards. The remainder were second and first class passengers and third-class passengers.

Senator SMITH. Do you know who they were?

Mr. RAY. I only know Mr. Washington Dodge.

Senator SMITH. You do not know who the others were?

Mr. RAY. He was the only passenger that I knew by name.

Senator SMITH. There were nine of the crew?

Mr. RAY. About nine, sir.

Senator SMITH. And one male passenger. Were there any more male passengers?

Mr. RAY. Only second and third class; no more first-class male passengers that I saw or first-class female passengers.

Senator SMITH. I would like to know how many first-class male passengers there were.

Mr. RAY. I could not say, sir. There was one Japanese. I remember a Japanese, very well, being there. I have no idea, because I could not discriminate second from third class passengers.

Senator SMITH. Was there any crowd on A deck while you were loading those boats?

Mr. RAY. None whatever, sir. I do not mean to say no crowd. There were people waiting to get into the boat, and when the boat



was filled and ready to be lowered away we left about four men on the deck, and they went along to No. 15, and got in there quite easily.

Senator SMITH. Was there any rule of your company with which you were familiar requiring lifeboats to be loaded from the upper or boat deck?

Mr. RAY. I know of none, sir.

Senator SMITH. Was the station list, or boat list, posted on the upper deck?

Mr. RAY. In the first-class pantry.

Senator SMITH. I would like to know, if it is possible for you to tell me, how many you had in lifeboat No. 13, altogether?

Mr. RAY. No, sir; I have no idea. There may have been 50, there may have been 60, or there may have been less.

Senator SMITH. It was full?

Mr. RAY. It was full. There was not room to pull the oars. We could not work the boat with any sense of satisfaction.

Senator SMITH. Who attended the tiller on lifeboat No. 13?

Mr. RAY. A fireman, I understood.

Senator SMITH. You are sure one woman did not attend the tiller?

Mr. RAY. Quite sure, sir; positive. No woman touched the tiller, sir, through the night, and no woman touched an oar through the night. A woman offered to take my oar, but I said I was good for another few hours.

Senator SMITH. Have you any idea, yourself, and can you give any explanation, as to how those boats on the starboard side—Nos. 9, 11, 13, and 15—happened to be loaded at A deck?

Mr. RAY. Only from what I heard afterwards.

Senator SMITH. I do not ask for any gossip about it, and I do not want to press you on the matter; but if you do know I would like to know.

Mr. RAY. I do not know. Had I not gone down below—had I remained on the boat deck I should not have been on A deck; but when I came out of the door and saw they were loading boats on A deck I remained on A deck and helped to load them with passengers.

Senator SMITH. Do you know any of the passengers or crew other than those you have mentioned in these four lifeboats, Nos. 9, 11, 13, and 15?

Mr. RAY. No, sir. I do not remember.

Senator SMITH. Do you know who had charge of these boats after they were lowered?

Mr. RAY. No, sir; I do not.

Senator SMITH. You never saw any of the persons who sat at your table after the accident occurred except Mr. Moore?

Mr. RAY. Quite correct, sir.

Senator SMITH. To whom you have already referred?

Mr. RAY. Yes, sir.

Senator SMITH. I think that is all.

Senator FLETCHER. Was No. 15 lowered immediately after No. 13?

Mr. RAY. Yes, sir; lowered nearly on top of us.

Senator FLETCHER. How many persons did No. 15 contain?

Mr. RAY. So far as I could see in the dark, it was full.

Senator FLETCHER. Could you tell what proportion of them were male and what proportion female?



Mr. RAY. I could not discriminate male from female, sir. When our boat was lowered away they shouted out, “Is there any women or children to go?” and somebody said, “No.”

Senator SMITH. Did you see any passengers or hear any passengers on the boat deck at that time?

Mr. RAY. No, sir; we did not hear any thing up there.

Senator FLETCHER. Do you know whether these lifeboats swung away from the rail on the boat deck?

Mr. RAY. They swung straight down.

Senator FLETCHER. I understand; but when they were suspended at the boat deck, what was the distance out from the rail?

Mr. RAY. It would be so they could walk straight into them.

Senator FLETCHER. From the boat deck?

Mr. RAY. Yes, sir.

Senator FLETCHER. The same as below?

Mr. RAY. Yes, sir.

Senator FLETCHER. How long was it after No. 15 reached the water before the *Titanic* went down?

Mr. RAY. I could not say. We had pulled away from the ship. The man at the tiller kept on urging us to pull and get out of the suction of the ship.

Senator FLETCHER. How far away had you gotten?

Mr. RAY. We had got about three-quarters of a mile, I suppose, to a mile, so far as I could judge.

Senator FLETCHER. Did you see the lights of the *Titanic*?

Mr. RAY. Yes, sir.

Senator FLETCHER. Had you gotten as far as three-quarters of a mile before the lights went out on the *Titanic*?

Mr. RAY. Yes, sir; we were about a mile off when the lights went out.

Senator FLETCHER. Those were the last boats lowered on the starboard side, were they?

Mr. RAY. Yes, sir.

Senator FLETCHER. Do you know anything about any being lowered on the port side?

Mr. RAY. No, sir; I do not.

Senator FLETCHER. You do not know whether the boats had been lowered on the port side when No. 15 was lowered on the starboard side?

Mr. RAY. No, sir; I do not.

Senator FLETCHER. Who was directing the loading of the boats on the starboard side?

Mr. RAY. I could not see in the dark. I do not know who was acting in directing the loading of them. I believe there was an officer there, but I could not say.

Senator FLETCHER. Was there any one officer who seemed to have charge of it?

Mr. RAY. If he had charge of it—if he had charge when No. 13 was lowered—he must have been on the boat deck. I did not see any officer on the A deck when it was lowered. There were women and children came up and simply were put in the boat, and men got in afterwards, and she was lowered away.

Senator FLETCHER. Who superintended the work of loading the boats—your boat for instance?

Mr. RAY. Nobody superintended the lowering of our boat, sir: that I know of.

Senator FLETCHER. Was there not any officer superior to you in charge of that boat?

Mr. RAY. No, sir; not that I know of.

Senator FLETCHER. Did you see the collapsible boats?

Mr. RAY. No, sir; not that I know of; I did not see any collapsible boats.

Senator FLETCHER. In the morning?

Mr. RAY. No, sir; only one that was turned upside down in the morning.

Senator FLETCHER. Where was that; how far away from the wreck?

Mr. RAY. They were floating away. I saw that later on in the morning after I got on the *Carpathia*.

Senator FLETCHER. There was nobody in that boat then?

Mr. RAY. No, sir; they had been taken off.

Senator FLETCHER. That is all.

Senator SMITH. You may be excused.

Witness excused.

#### TESTIMONY OF HENRY SAMUEL ETCHES.

The witness was duly sworn by Senator Smith.

Senator SMITH. Give your full name.

Mr. ETCHES. Henry Samuel Etches.

Senator SMITH. Where do you reside?

Mr. ETCHES. No. 23-A, Gordon Avenue, Southampton.

Senator SMITH. Are you a married or single man?

Mr. ETCHES. Married.

Senator SMITH. How old are you?

Mr. ETCHES. Forty, sir.

Senator SMITH. What is your business?

Mr. ETCHES. Bedroom steward, sir.

Senator SMITH. Were you bedroom steward on the *Titanic* on the voyage from Southampton up to the time of the accident?

Mr. ETCHES. Yes, sir.

Senator SMITH. What deck were you on?

Mr. ETCHES. B deck, after end, port side.

Senator SMITH. How many rooms did you have charge of?

Mr. ETCHES. Eight on B deck and one on A deck.

Senator SMITH. Do you know who the passengers were on A deck?

Mr. ETCHES. Mr. Andrews, sir.

Senator SMITH. The builder of this ship?

Mr. ETCHES. Yes, sir.

Senator SMITH. What apartment did he have?

Mr. ETCHES. He had a separate cabin, with bathroom attached—the only cabin. There was only one on each part of the after end of A deck.

Senator SMITH. What was the number?

Mr. ETCHES. Thirty-six, sir.

Senator SMITH. Did you see Mr. Andrews frequently during the voyage?

Mr. ETCHES. Every morning at 7 o'clock I went to his cabin, sir.

Senator SMITH. For what purpose?

Mr. ETCHES. I used to take him some fruit and tea.

Senator SMITH. When would you next see him?

Mr. ETCHES. I used to see him again when he dressed at night. That would be about a quarter or 20 minutes to 7, as a rule. He was rather late in dressing.

Senator SMITH. Had you ever known him before this voyage?

Mr. ETCHES. I had met him several times at Belfast, because I had been on the *Olympic*.

Senator SMITH. Did he build the *Olympic*?

Mr. ETCHES. Oh, yes, sir.

Senator SMITH. How old a man was Mr. Andrews?

Mr. ETCHES. He signed himself as 38 on a paper that I gave him.

Senator SMITH. Did he seem to be in good health on the voyage?

Mr. ETCHES. In perfect health.

Senator SMITH. Did he seem to be busy?

Mr. ETCHES. He was busy the whole time.

Senator SMITH. Did he have maps and drawings in his apartment?

Mr. ETCHES. He had charts rolled up by the side of his bed, and he had papers of all descriptions on his table during the day.

Senator SMITH. He was apparently working?

Mr. ETCHES. He was working all the time, sir. He was making notes of improvements; any improvements that could be made.

Senator SMITH. On the ship?

Mr. ETCHES. In any of the cabins. Anything that was pointed out to him, he was making notes of it.

Senator SMITH. From what you saw of him, you gathered that he was giving his undivided attention to this ship on its trial trip?

Mr. ETCHES. I never saw him anywhere else, but during the day I met him in all parts, with workmen, going about. I mentioned several things to him, and he was with workmen having them attended to. The whole of the day he was working from one part of the ship to the other.

Senator SMITH. Did you see him working nights?

Mr. ETCHES. He was very late in going to bed, sir. I never saw him in the smoke room or in any other of these rooms. I happened to meet him at different parts of deck E more often than anywhere else.

Senator SMITH. Did you see him in the boiler room?

Mr. ETCHES. He had a suit, and I have seen that suit thrown on the bed when he had taken it off. I have seen him in the chief engineer's room.

Senator SMITH. You mean by that that he had a special suit which he wore when he went into the boiler room?

Mr. ETCHES. It was there for the purpose. I knew exactly what it was. It was a suit the surveyors put on.

Senator SMITH. What did you say about a suit that he wore when he went into the engineering department?

Mr. ETCHES. He had an engineering suit on then—an ordinary blue suit, sir.

Senator SMITH. When did you last see Mr. Andrews?

Mr. ETCHES. It would be about 20 minutes past 12. He stopped me. I was going along B deck, and he asked had I waked all my passengers. Mr. Harrison came up then, and I said: “No; I am going to see if the Carter family are up.” I went to open the door. Mr. Harrison said: “I can tell you they are up. I have just come out of my cabin.” His cabin adjoined. Mr. Andrews then told me to come down on C deck with him, and we went down the pantry staircase together. Going down he told me to be sure and make the passengers open their doors, and to tell them the lifebelts were on top of the wardrobes and on top of the racks, and to assist them in every way I could to get them on, which I endeavored to do.

Senator SMITH. Is that the last time you ever saw him?

Mr. ETCHES. No, sir. We walked along C deck together. The purser was standing outside of his office, in a large group of ladies. The purser was asking them to do as he asked them, and to go back in their rooms and not to frighten themselves, but, as a preliminary caution, to put the life belts on, and the stewards would give them every attention. Mr. Andrews said: “That is exactly what I have been trying to get them to do,” and, with that, he walked down the staircase to go on lower D deck. That is the last I saw of Mr. Andrews.

Senator SMITH. He never asked you to put a life belt on him, did he?

Mr. ETCHES. No, sir; and I never saw him with one in his own hand.

Senator SMITH. Was he the only passenger or the only cabin passenger in an apartment on A deck?

Mr. ETCHES. No, sir; Mr. and Mrs. Carter and the two children were occupying 98 and 96. Mr. Harrison was next door, occupying 94. Mr. Guggenheim was occupying 84, with his secretary.

Senator SMITH. All on A deck?

Mr. ETCHES. Not on A deck. There were only two cabins on the after end of A deck. One was vacant and the other was occupied.

Senator SMITH. On the deck below, under your charge, what rooms did you have?

Mr. ETCHES. 98, 96, 94; and then came the door. The other rooms were empty until I came to 84, occupied by Mr. Guggenheim and his secretary. Mr. Carter's valet was in 96, the inside cabin.

Senator SMITH. Where were you when the collision came?

Mr. ETCHES. Asleep, sir.

Senator SMITH. In what part of the ship?

Mr. ETCHES. In our apartments, which were about the middle of the E deck, in what we call the working alleyway.

Senator SMITH. How many people slept in the same room with you?

Mr. ETCHES. Nineteen of us, sir.

Senator SMITH. What time did you retire that night?

Mr. ETCHES. At half past 9, sir. I was due again at 12 o'clock.

Senator SMITH. Due on watch or on duty at 12 o'clock midnight?

Mr. ETCHES. Yes, sir.

Senator SMITH. How were you awakened?

Mr. ETCHES. I was awakened by something, but I did not know what it was, and I called to my mate and I said “What time is it that they are going to call us next?” It was then between 25 minutes and 20 minutes to 12. He said, “I don’t know.” I turned over to go to sleep again. At that minute I heard a loud shout, “Close water-tight bulkheads.” I recognized it as our boatswain’s voice; it was extra loud. I looked out and he was running from fore to aft.

Senator SMITH. What was he saying?

Mr. ETCHES. The one shout, “Close water-tight bulkhead doors.”

Senator SMITH. How long was that after the impact?

Mr. ETCHES. That would be under 10 minutes, sir. Seven minutes, I would say, as near as possible.

Senator SMITH. Was there any other signal that you know for that action except the word of mouth?

Mr. ETCHES. That is the only word, sir. My bed was next to the door.

Senator SMITH. Do you know whether that was done or not?

Mr. ETCHES. Well, a seaman was running with him from forward to aft, and so I took it they were going along to close those doors, but my business did not take me so far as that door.

Senator SMITH. What did you do then?

Mr. ETCHES. I partly dressed and looked out of the door, and I saw the third-class passengers coming along from forward with their portmanteaus. I had gotten about 30 yards, probably, when I met a passenger with a piece of ice that size [indicating], and he said, “Will you believe it now”? And threw it down on the deck. With that I went back and finished dressing, and then went up on deck.

Senator SMITH. What did you do then?

Mr. ETCHES. As I was going through the door I met a bedroom steward named Stone. He was the man my mate was supposed to relieve. He was bedroom steward on E deck. I said, “What is the time”? He said, “Never mind about that; there is something else for you to do. I saw them pull up bags of mail, and the water was running out of the bottom of them.” My mate called down to E deck and I went to the other ladder to A deck, where I was to relieve the man. When I got on A deck the bedroom steward was assisting passengers then, and most of the doors were open. That was the forward end of A deck. I said, “Have you called all of your people”? He said, “Yes, but I can’t get them to dress.” They were standing in the corridors partly dressed. I said, “I will go down on my deck”; and with that I went down to B deck, arousing my passengers. That is when I met Mr. Harrison, and Mr. Andrews the builder.

Senator SMITH. Did you arouse your passengers in their state-rooms?

Mr. ETCHES. I aroused the passengers in my stateroom; yes. I saw them all out, except Mr. Carter’s family, and Mr. Harrison told me they were already up.

Senator SMITH. Did you assist in putting life belts on them?

Mr. ETCHES. Yes, sir; but more on C deck. I threw the life belts down, and then threw some of them into the corridor. Mr. Andrews said to be sure there were no life belts left. The first cabin I went to

was at the foot of the pantry stairs. I pulled the bottom drawer out there and stood on it, and got out life belts, and as a gentleman was passing there, I gave him one of those.

Senator SMITH. Do you know who he was?

Mr. ETCHES. No; I gave him one. He was a stout gentleman; appeared to be an Englishman. He said, “Show me how to put this on,” and I showed him how; and then he said, “Tie it for me.” I said, “Pull the strings around to the front and tie it,” and as he was doing it I ran outside and opened other doors, and then most of the doors were opened along C deck.

Senator SMITH. When you got to your deck—to these staterooms you have enumerated—did you find your passengers there or had they gotten out? You have spoken of Mr. and Mrs Carter having gone.

Mr. ETCHES. Yes, sir.

Senator SMITH. What about Mr. Guggenheim and his secretary, and others?

Mr. ETCHES. They were in their room. I took the life belts out. The life belts in this cabin were in the wardrobe, in a small rack, and the cabin was only occupied by two. There were three life belts there, and I took the three out and put one on Mr. Guggenheim. He apparently had only gone to his room, for he answered the first knock. He said: “This will hurt.” I said, “You have plenty of time, put on some clothes and I will be back in a few minutes.”

Senator SMITH. Did you get back there?

Mr. ETCHES. Yes, sir.

Senator SMITH. Was he there?

Mr. ETCHES. Yes; he followed me along. I then found No. 78 cabin door shut, and I banged with both hands on the door loudly, and a voice answered, “What is it”? Then a lady’s voice said, “Tell me what the trouble is.” I said, “It is necessary that you should open the door, and I will explain everything, but please put the life belts on or bring them in the corridor.” They said, “I want to know what is the matter.” I said, “Kindly open the door,” and I still kept banging. I passed along, and I found one cabin was empty, and then I came to another cabin and a lady and a gentleman stood at the door. They were swinging a life belt in their hands.

Senator SMITH. When you know who they were please name them.

Mr. ETCHES. I do not know anyone outside of the people in my section.

Senator SMITH. Did this women open the door when you pounded so hard?

Mr. ETCHES. I did not see the door opened.

Senator SMITH. Do you know who was in that room?

Mr. ETCHES. Well, I don’t know the name. It was a shortish name, and I fancy it began with S. They were a stiff-built gentleman and a rather short, thin lady. They were undoubtedly Americans.

Senator SMITH. Have you learned who they were?

Mr. ETCHES. I have made no inquiry since then.

Senator SMITH. Have you ever seen them since?

Mr. ETCHES. No, sir; but I think I should recognize them if I saw them.

Senator SMITH. You did not see them aboard the *Carpathia*?



Mr. ETCHES. No, sir.

Senator SMITH. What did you do after that?

Mr. ETCHES. I went along to the purser's place. He said, “It is necessary to go up on the boat deck,” and he said, “Tell all the other bedroom stewards to assemble their passengers on the boat deck and stand by.” I went on the boat deck, and they were just loading boat No. 7. I said to the quartermaster, “Is this boat No. 5”? He said, “No; it is the next boat.”

Senator SMITH. You were on the starboard side?

Mr. ETCHES. On the starboard side; yes.

Senator SMITH. You went then to No. 9 lifeboat?

Mr. ETCHES. No. 7, I went to, and asked him, “Is this No. 5”? He said, “No; it is the next boat.” I looked at No. 5, and they were taking the covers off and preparing her, and I assisted to launch No. 7 boat. There was Mr. Murdock, Mr. Ismay, Mr. Pitman, and a quartermaster (Oliver), two stewards, and myself there.

Senator SMITH. Were you all working?

Mr. ETCHES. My part was that I was clearing the falls. They were catching in the falls, or at least the falls were catching in people's feet, as they were jumping around, and I cleared the falls as they were lowering them away. I went down to do it.

Senator SMITH. Did Mr. Murdock assist in loading that boat or lowering it?

Mr. ETCHES. Mr. Murdock stood there the whole time, giving orders.

Senator SMITH. Did Mr. Pitman assist?

Mr. ETCHES. Mr. Pitman assisted, yes; and Mr. Ismay was assisting with the falls.

Senator ISMAY. What did Mr. Ismay do?

Mr. ETCHES. Mr. Ismay, in the first place, was asking the gentlemen to kindly keep back, as it was ladies first in this boat; and they wanted to get the boat clear first.

Senator SMITH. Go ahead.

Mr. ETCHES. After we lowered the boat——

Senator SMITH. Just a moment. That boat was filled from the boat deck?

Mr. ETCHES. Yes, sir.

Senator SMITH. Was it difficult to get into it from the deck?

Mr. ETCHES. There was not the slightest difficulty, sir. A child could have stepped over.

Senator SMITH. Was it a full-sized lifeboat?

Mr. ETCHES. Yes, sir.

Senator SMITH. And were the women put into it first?

Mr. ETCHES. Yes, sir. The gentlemen were lined up, those that were trying to assist, and Mr. Ismay said, “Kindly make a line here and allow the ladies to pass through”; and I think it was Mr. Murdock's voice that was calling out, “Ladies, this way; is there any more ladies before this boat goes?” The boat was three parts full of ladies, to my knowledge.

Senator SMITH. Were there any more to get in? Did any more get in?

Mr. ETCHES. There were, because No. 5 boat, which I went to next, took over 36 ladies.



Senator SMITH. That was the next boat?

Mr. ETCHES. That was the next boat, sir.

Senator SMITH. And you went to No. 5 boat, then, from No. 7?

Mr. ETCHES. Yes, sir.

Senator SMITH. You did not get into No. 7?

Mr. ETCHES. No; I did not attempt to get into No. 7. My boat was No. 5, sir.

Senator SMITH. Your boat was No. 5; that was your station?

Mr. ETCHES. That was my station, sir.

Senator SMITH. What men got into No. 7, if you know?

Mr. ETCHES. I did not see the men that got in there, sir.

Senator SMITH. Did Mr. Pitman get in there?

Mr. ETCHES. No, sir.

Senator SMITH. No officer got in?

Mr. ETCHES. Not to my knowledge, sir.

Senator SMITH. How many men were in No. 7?

Mr. ETCHES. I could not say, sir, because the position of the ladies sitting there was such that there may have been men back in the stern of the boat, and I was not able to see them.

Senator SMITH. About how many men?

Mr. ETCHES. I could only say for certain that there were three men there, the men forward, but who they were I could not say.

Senator SMITH. And those men manned the boat?

Mr. ETCHES. They were the men to attend the forward fall, I take it, sir.

Senator SMITH. And no other men got in?

Mr. ETCHES. Not to my knowledge, sir.

Senator SMITH. Was it lowered in safety?

Mr. ETCHES. Yes, sir. It was lowered perfectly, and it seemed to me that the boat went down extra level and very clear in the blocks.

Senator SMITH. That was the first boat that you assisted in filling?

Mr. ETCHES. Yes, sir.

Senator SMITH. Were there any children in that boat?

Mr. ETCHES. In No. 7 boat I saw one child, sir, a baby boy, with a small woolen cap over his head. I remember it well.

Senator SMITH. Then you proceeded to boat No. 5?

Mr. ETCHES. Yes, sir. The next boat on the same side.

Senator SMITH. What did you do there?

Mr. ETCHES. I assisted as I had assisted at No. 7. I stood by the forward fall with the quartermaster and three more stewards.

Senator SMITH. Who was the quartermaster?

Mr. ETCHES. Mr. Olliver, sir.

Senator SMITH. Did he survive?

Mr. ETCHES. Yes, sir.

Senator SMITH. And two others?

Mr. ETCHES. Two other stewards. I have not seen them since, sir.

Senator SMITH. Was the same course taken with that boat?

Mr. ETCHES. That was the same, sir. After getting all the women that were there they called out three times—Mr. Ismay called out twice, I know, in a loud voice—“Are there any more women before this boat goes,” and there was no answer. Mr. Murdock called out; and at that moment a female came up whom I did not recognize. Mr. Ismay said: “Come along; jump in.” She said: “I am only a

stewardess.” He said: “Never mind, you are a woman, take your place.” That was the last woman I saw get into No. 5 boat, sir.

Senator SMITH. What men got into it?

Mr. ETCHES. There were two firemen in the bow of the boat, Mr. Pitman was standing in the center on the deck waiting, and one steward was standing with myself at the forward fall. Olliver, the sailor, the quartermaster who had been assisting, stepped back with myself into the crowd of gentlemen. Mr. Murdock said to me: “Are you the steward appointed to this boat?” I said: “Yes, sir; No. 5 boat is mine.” He said: “Then jump in and assist those men with the forward fall.” I took my place. At the same moment Mr. Pitman called out: “Is there a sailor in the boat?” I looked around and I said: “No, sir.” He said to this man Olliver, who was standing on the deck: “Are you a sailor?” He said: “Yes, sir.” He said: “Take your place in this boat;” and he jumped in. Mr. Murdock then stepped up and said: “Are you the officer going in this boat?” He said: “Yes, sir.” Then he said: “Take your place,” held out his hand and shook hands and said: “Good-by and good luck;” and he took his place and the order was given to lower the boat?

Senator SMITH. Who was that officer to whom Murdock spoke?

Mr. ETCHES. Mr. Pitman.

Senator SMITH. The third officer?

Mr. ETCHES. Yes, sir.

Senator SMITH. What other men got into that boat?

Mr. ETCHES. There was a stout gentleman, sir, stepped forward then. He had assisted to put his wife in the boat. He leaned forward and she stood up in the boat, put her arms around his neck and kissed him, and I heard her say, “I can’t leave you,” and with that I turned my head. The next moment I saw him sitting beside her in the bottom of the boat, and some voice said, “Throw that man out of the boat.” But at that moment they started lowering her away, and the man remained.

Senator SMITH. Who was he?

Mr. ETCHES. I do not know his name, sir; but he was a very stout gentleman, an American.

Senator SMITH. Was the boat lowered in safety?

Mr. ETCHES. Perfect, sir.

Senator SMITH. What was done after you reached the water?

Mr. ETCHES. Just as we got about 20 feet down a voice called out, “Be sure and see the plug is in that boat,” and I passed the word around. I said, “See the plug is in that boat.” Olliver crawled into the bottom of the boat, and I suppose he put the plug in, for when we touched water I crawled about in the bottom of the boat and found no water. So I took it the plug had been put in in safety.

Senator SMITH. Did the boat go away from the side of the *Titanic*?

Mr. ETCHES. He cut the trigger that released the falls, and the order was given to pull off, to lay off from the ship. We laid off about 100 yards and waited, and the ship started going down; seemed to be going down at the head, and Mr. Pitman gave us the order to head away from the ship, and we pulled off then, I should say, about a quarter of a mile, and laid on our oars.

Senator SMITH. How long?

Mr. ETCHES. We remained until the *Titanic* sank.

Senator SMITH. Did you see it go down?

Mr. ETCHES. I saw it go down, sir.

Senator SMITH. You could not see who was on the decks from your distance?

Mr. ETCHES. I saw, when the ship rose—her stern rose—a thick mass of people on the after end. I could not discern the faces, of course.

Senator SMITH. Did the boat go down by the head?

Mr. ETCHES. She seemed to raise once as though she was going to take a violent dive, but sort of checked, as though she had scooped the water up and had leveled herself. She then seemed to settle very, very quiet, until the last, when she rose up, and she seemed to stand 20 seconds, stern in that position [indicating], and then she went down with an awful grating, like a small boat running off a shingley beach.

Senator SMITH. How long were you lying off, so to speak?

Mr. ETCHES. Before the *Titanic* sank, sir?

Senator SMITH. No; after.

Mr. ETCHES. We waited a few minutes after she had gone down. There was no inrush of water, or anything. Mr. Pitman then said to pull back to the scene of the wreck. The ladies started calling out. Two ladies sitting in front where I was pulling, said, “Appeal to the officer not to go back. Why should we lose all of our lives in a useless attempt to save those from the ship?” I said I had no power; an officer was in charge of the boat, and he must use his discretion.

Senator SMITH. As a matter of fact, you did not go back?

Mr. ETCHES. We did not go back.

Senator SMITH. How many people were in lifeboat No. 5? Did you count them?

Mr. ETCHES. We left the ship, sir. When we had gone away from the ship we had 42, including the child.

Senator SMITH. Did all survive?

Mr. ETCHES. All survived.

Senator SMITH. How many of the crew were in your boat, Mr. Etches?

Mr. ETCHES. Six, sir, including the officer.

Senator SMITH. Who were they?

Mr. ETCHES. There was a steward and myself.

Senator SMITH. Give the names, if you can.

Mr. ETCHES. I could not do that, sir.

Senator SMITH. All right; give them if you can.

Mr. ETCHES. There were men there that I met that I did know were on board the *Titanic*; that I had no idea were aboard the *Titanic*, although in my own department.

Senator SMITH. Were there any male passengers besides the six members of the crew?

Mr. ETCHES. There were four gentlemen, to my knowledge, sir.

Senator SMITH. Who were they?

Mr. ETCHES. I do not know any of their names, sir. Two we transferred, with a lady and her child, into boat No. 7, I believe, sir.

Senator SMITH. But you do not know any of their names?

Mr. ETCHES. No, sir.

Senator SMITH. Six members of the crew and four passengers?

Mr. ETCHES. Gentlemen; yes, sir. I did not know the other two gentlemen were there until we were transferring them.

Senator SMITH. Into No. 7?

Mr. ETCHES. No; I did not know they were there. They were in the after end of the boat somewhere.

Senator SMITH. You do not know any of the other men, except the one you have mentioned, the officer Pitman?

Mr. ETCHES. No, sir.

Senator SMITH. Did you know any of the women who were in that boat?

Mr. ETCHES. I know the stewardess, but I do not know her name, although she has a relative here at the present time. He could give you her name and address.

Senator SMITH. You mean a witness?

Mr. ETCHES. Yes, sir.

Senator SMITH. What is his name?

Mr. ETCHES. Crawford, sir.

Senator SMITH. Of your own knowledge, do you know whether any general call was made for passengers to arouse themselves from their berths; and when it was, or whether there was any other signal given?

Mr. ETCHES. The second steward, sir, was calling all around the ship. He was directing some men to the storerooms for provisions for the boats and others he was telling to arouse all the passengers and to tell them to be sure to take their life belts with them.

Senator SMITH. Was there any lamp in lifeboat No. 5?

Mr. ETCHES. I saw none.

Senator FLETCHER. Were there lights about the deck where the boats were being loaded?

Mr. ETCHES. Yes, sir. The cabin doors and all were open, giving a good light there.

Senator FLETCHER. You had no difficulty in seeing the passengers or the people or the means of operating?

Mr. ETCHES. I never saw a hitch in the lowering or the loading of the boats. In fact, I have seen more commotion at ordinary boat drill than there was on that occasion.

Senator FLETCHER. Did you see any other boat loaded and lowered?

Mr. ETCHES. No, sir.

Senator SMITH. Did you see lights while you were lying by, after or before the *Titanic* sank, from any other ship?

Mr. ETCHES. After the *Titanic* had sunk we pulled a good distance out farther from her, after the cries were all over. We pulled away, and a light we thought was a mast headlight of a ship was across where the port bow of the *Titanic* would have been at the time. During the time the *Titanic* was there I saw no light. I was looking at the *Titanic* the whole of the time.

Senator SMITH. Could you see the bridge when the ship went down?

Mr. ETCHES. You could see it quite plain, sir.

Senator SMITH. Did you see anybody on the bridge?

Mr. ETCHES. Not a soul, sir.

Senator SMITH. You probably could not distinguish objects?

Mr. ETCHES. They may have been there; they may have been near the wheel house, but not on the corner of the bridge. I did not discern anyone there, sir.

Senator SMITH. After you started out to sea, away from this wreck, did you see any lights of other vessels?

Mr. ETCHES. Yes, sir; we saw a light that there was quite an argument over. Some said it was a star; others said it was a ship. But we pulled toward it, and we did not seem to approach it an inch nearer. It had every appearance of a masthead light of a ship, but rather a faint light.

Senator SMITH. Did you see any icebergs that morning?

Mr. ETCHES. Oh, yes, sir; we saw a very large floe of flat ice, and three or four bergs between, in different places; and on the other bow were two large bergs, in the distance.

Senator SMITH. How far away was this field ice?

Mr. ETCHES. The field ice would be from us three-quarters of a mile at the least.

Senator SMITH. At what hour?

Mr. ETCHES. Between 4 and 5 o'clock in the morning.

Senator FLETCHER. In what direction?

Mr. ETCHES. I should say it would have been well over on the port side of the *Titanic*, in the position she was going. I should say, by the way we pulled, the direct way we pulled, it must have been on the port side of the *Titanic*.

Senator FLETCHER. Did you see No. 7 after leaving the *Titanic*?

Mr. ETCHES. We saw No. 7 when we got alongside of the *Carpathia*, and they handed back the child, and I passed it aboard the *Carpathia*.

Senator FLETCHER. How far were you from where the *Titanic* went down, as near as you can judge, when you saw this field ice?

Mr. ETCHES. I should say we should be about a mile and a half to 2 miles.

Senator FLETCHER. How far was the *Titanic*, when she went down, from that field ice you mentioned?

Mr. ETCHES. I could not say exactly if the ice was traveling, at all, but it could not have been a great distance on the other side of the *Titanic*, not from the position.

Senator FLETCHER. On the port side?

Mr. ETCHES. Yes, sir.

Senator FLETCHER. Were there any bergs there, about that field of ice?

Mr. ETCHES. There was no berg. Well, there were three at different points, but the field extended such a long distance, and they were in the field, apparently. But the separate bergs that we saw were a long way from the field of ice, the floating ones. They were separated from the field of ice.

Senator FLETCHER. In what direction from the field of ice?

Mr. ETCHES. When the *Carpathia* picked us up the *Carpathia* would be here [indicating], the field of ice here [indicating], and the bergs across the opposite side from her.

Senator FLETCHER. The bergs would have been on the starboard side of the *Titanic*?

Mr. ETCHES. Exactly, sir.

Senator FLETCHER. That is all.

Senator SMITH. That is all, Mr. Etches. You may be excused.

Witness excused.

### TESTIMONY OF WILLIAM BURKE.

The witness was sworn by Senator Smith.

Senator SMITH. What is your full name?

Mr. BURKE. William Burke.

Senator SMITH. What is your place of residence?

Mr. BURKE. Fifty-seven Bridge Street, Southampton.

Senator SMITH. What is your age?

Mr. BURKE. Thirty.

Senator SMITH. And your occupation?

Mr. BURKE. Dining room steward.

Senator SMITH. Were you dining room steward on the *Titanic*?

Mr. BURKE. Yes, sir.

Senator SMITH. In what dining room?

Mr. BURKE. First-class dining room.

Senator SMITH. Were you on duty in the first-class dining room on Sunday, the day of the accident?

Mr. BURKE. Yes, sir.

Senator SMITH. During what hours were you on duty?

Mr. BURKE. During all meal hours, and about an hour before the meal hours and an hour after; breakfast, lunch, and dinner.

Senator SMITH. What table did you have?

Mr. BURKE. You mean the passengers?

Senator SMITH. I mean which side of the boat?

Mr. BURKE. I was on the starboard side forward.

Senator SMITH. What passengers were you specially assigned to?

Mr. BURKE. Mr. and Mrs. Straus.

Senator SMITH. Mr. and Mrs. Straus alone?

Mr. BURKE. Yes, sir.

Senator SMITH. What time did they dine on Sunday night?

Mr. BURKE. It would be about a quarter past 7 when they came into the dining room.

Senator SMITH. Did you ever see them again after that?

Mr. BURKE. No; not after they left the dining room; I didn't see them.

Senator SMITH. Did they dine alone?

Mr. BURKE. Yes, sir; they had a table to themselves.

Senator SMITH. Did you see the captain dine that night?

Mr. BURKE. No, sir.

Senator SMITH. Did you know Mr. Ismay?

Mr. BURKE. Yes, sir.

Senator SMITH. Did you see him dine that night?

Mr. BURKE. No, sir.

Senator SMITH. Where were you when the impact came?

Mr. BURKE. I was in my bunk—in bed.

Senator SMITH. Were you asleep?

Mr. BURKE. No, sir.



Senator SMITH. How many people were in your room?

Mr. BURKE. I believe there were 28.

Senator SMITH. All table stewards?

Mr. BURKE. Yes, sir; all table stewards with the exception of one. One was on deck, assistant deck steward.

Senator SMITH. Mr. Burke, I wish you would tell in your own way just what you did from the time that impact occurred until you went aboard the *Carpathia*?

Mr. BURKE. When I first felt the impact I did not know exactly what to make of it. I thought probably she had dropped her propeller, or something. I did not get up right away. I waited for probably a quarter of an hour. About a quarter of an hour or 20 minutes later the order came for life belts. The order came to get our life belts and get up on deck and take our overcoats. Mention was made of the fact that it was very cold. I immediately got up with everybody else. Everybody was taking a life belt. I did not at that time bother about a life belt. I put on my coat and dressed in the ordinary way. As we were going out one of the last men said, "There is a life belt near my bunk, if you want one." I went back and got this life belt and carried it out and took it up on deck. I went to the boat deck on the starboard side?

Senator SMITH. To your station?

Mr. BURKE. I went to my station from there and found my boat had gone.

Senator SMITH. What was the number?

Mr. BURKE. No. 1. I thought the next best thing to do was to assist with some other boat. I turned around, and I assisted in two boats on that side of the deck, and the captain gave the order to the sailors that were working with me to go aft and assist about the last boat which I thought was going to be launched on that side. The sailors ran down there to assist at this boat, and I did not go. I went to the port side from there. I assisted with No. 8 boat. I saw her lowered down, full of women, and I immediately passed down to the next boat, which was No. 10. As I got to No. 10 boat, the chief officer was there. I just heard him say, "How many seamen are in that boat?" The answer came back, "Two, sir." He turned to some man standing there and said, "Is there any man here can pull an oar?" Nobody answered, but a man who seemed to me like a foreigner got close to him, and I didn't hear what he said, but he simply pushed him aside, and he said, "You are of no use to me." I went to him and told him I could pull an oar, but was not anxious to go unless he wanted me to go. He said, "Get right in there," and he pushed me toward the boat, and I simply stepped in the boat and got in.

After I arrived in the boat the chief officer seemed to be joined by another officer, and they were shouting for women on the decks, and as they came along, they made room, cleared the men away, and passed the women along. Each one, as they were passed along, was put in the boat. I remained where I landed in the boat and helped to pass them in. There were also about three children passed in at the same time.

When there were no more women to be had around the deck the chief officer gave the order for the boat to be lowered. I might say that about the last woman that was about to be passed in slipped,



and was about to fall between the ship and the boat, when I caught her. I just saved her from falling. Her head passed toward the next deck below. A passenger caught her by the shoulders and forced me to leave go. It was my intention to pull her back in the boat. He would not let go of the woman, but pulled her right on the ship.

Senator SMITH. Do you know who the woman was?

Mr. BURKE. No, sir; I did not know her.

The boat was lowered then into the water. One of the sailors took an oar, and I took an oar, and the only other member of the crew, a fireman, got an oar. The sailor steered the boat, and we rowed away from the ship. We got probably about a quarter of a mile away, and remained there. We saw pretty well the last of the ship—the *Titanic*.

We remained drifting about practically all night. At one time we were tied up with three boats together, until I gave the order myself in that boat to cut us adrift, that we might go to a collapsible boat that was in distress. When they cut our boat adrift I found an officer in another boat had come to the aid of this collapsible boat, so we remained there for some hours, drifting about. At daybreak, we made fast to another officer's boat, and we arrived alongside of the *Carpathia* with these two boats tied together.

Senator SMITH. Who was the officer in charge of boat No. 10?

Mr. BURKE. There was no officer in that boat, sir.

Senator SMITH. Who was in charge of boat No. 10?

Mr. BURKE. When the boat was first launched there were two seamen.

Senator SMITH. What other man?

Mr. BURKE. The only other man I recognized at that time was the fireman, a member of the crew named Rice.

Senator SMITH. Were there any other men on her?

Mr. BURKE. Yes; but I did not recognize those people.

After the two seamen left that boat some of the women in the forward end said to me: “There are two men down here in the bottom of the boat.”

I said, “Are there so?” I made down in the bottom of the boat and got hold of those two men and pulled one out. I found he was, apparently, a Japanese and could not speak any English. I explained to him and put him on an oar. The other man appeared to me to be an Italian, about 18 stone. I tried to speak to him in Italian and he said, “Armenian.” That was all he could say. I also put him on an oar.

We done what we could with the boat in the meantime and made fast to an officer's boat later on.

Senator SMITH. What officer's boat?

Mr. BURKE. I could not say what officer's boat. I think it was Mr. Lowe's.

Senator SMITH. Lowe?

Mr. BURKE. No; it would be the second officer; I think Mr. Lightoller. I think it was his boat.

Senator SMITH. How many people were in lifeboat No. 10, all together?

Mr. BURKE. I did not count the people, sir, but the boat was packed to the utmost capacity. I should say there would be close to 60 people and about four children.

Senator SMITH. Four children?

Mr. BURKE. Yes, sir; if I were to guess the number at all.

Senator SMITH. Did you know any of the women that were in that boat by name?

Mr. BURKE. I did not know them by name. I knew their faces, and afterwards had their names and addresses on board the *Carpathia*.

Senator SMITH. Can you give us the names and addresses of the women on that boat?

Mr. BURKE. Miss Andrews and G. Longley.

Senator SMITH. Give the address.

Mr. BURKE. Both the same address 751 First Street, Hudson, N. Y.

Senator SMITH. Is that all you can give?

Mr. BURKE. That is all. We got aboard the *Carpathia* and everything was in perfect order.

Senator SMITH. That is the only name that you could get of any women on board, or of men?

Mr. BURKE. That I could recognize; yes.

Senator SMITH. Did you know any women or men in lifeboat No. 8?

Mr. BURKE. I knew the steward that got away in No. 8; that is all.

Senator SMITH. No. 1 departed before you arrived?

Mr. BURKE. Yes, sir.

Senator SMITH. Did anyone get into your boat after you had left the side of the *Titanic*?

Mr. BURKE. Yes, sir.

Senator SMITH. Who?

Mr. BURKE. I should say about 12 men and three or four children.

Senator SMITH. They were helped in from the——

Mr. BURKE. They were helped in by the officers; and I was in the side of the boat, taking them from the officers.

Senator SMITH. How did they happen to be put in?

Mr. BURKE. They were called for on the deck, and as they came along, one by one, they were passed into the boat by me.

Senator SMITH. I guess you do not understand me. I mean after you left the *Titanic*, and before you reached the *Carpathia*, did anyone get into your boat?

Mr. BURKE. Yes.

Senator SMITH. Who?

Mr. BURKE. There were several passengers. An officer's boat came alongside during the night and gave us about 12 or 15 passengers. He took our two seamen away, with the intention, I presume, to go back to the wreckage.

Senator SMITH. Was that Mr. Lowe?

Mr. BURKE. That was Mr. Lowe, I believe. I thought I recognized his voice.

Senator SMITH. Did anyone try to get into your boat after you left the side of the *Titanic*, and before you reached the *Carpathia*, that did not succeed in getting in, to your knowledge?

Mr. BURKE. No, sir; not to my knowledge.

Senator SMITH. Or getting out of it?

Mr. BURKE. No, sir; only those two sailors.

Senator SMITH. Only those two sailors that were transferred to boat No. 15?

Mr. BURKE. Yes, sir. I do not know the number of the boat.

Senator SMITH. It was Mr. Lowe's boat?

Mr. BURKE. Yes.

Senator SMITH. Did all the passengers in lifeboat No. 10 reach the *Carpathia* alive?

Mr. BURKE. Yes, sir.

Senator FLETCHER. With reference to the woman who you say fell and was taken in at deck A, did she come back and get in the boat?

Mr. BURKE. No, sir; the boat was in the act of lowering then, and was being lowered at that time, and we kept right along. This passenger pulled the woman in.

Senator FLETCHER. Do you know whether she succeeded in getting into another boat or not?

Mr. BURKE. I could not say. I supposed she got into another boat.

Senator FLETCHER. Because you thought No. 10 was one of the last boats lowered?

Mr. BURKE. Yes, sir.

Senator FLETCHER. There were No. 12, No. 14, and No. 16 yet on that side of the ship. Were they lowered after No. 10?

Mr. BURKE. I could not say. I saw the boat next lowered—probably No. 12. I think that got away about the same time. That was the only boat I saw left.

Senator FLETCHER. You did not see No. 14 and No. 16 lowered?

Mr. BURKE. No; I did not see them lowered.

Senator FLETCHER. Or see them after they got into the water?

Mr. BURKE. No, sir.

Senator FLETCHER. How many people were there in No. 8?

Mr. BURKE. I could not say.

Senator FLETCHER. What proportion were male and what proportion female?

Mr. BURKE. In my boat?

Senator FLETCHER. In No. 8? You helped to load No. 8, and No. 10, also?

Mr. BURKE. Yes, sir; I saw most of the women in No. 8. I did not see any men.

Senator FLETCHER. Were there any women on the deck when No. 10 was lowered?

Mr. BURKE. Not after the officer had finished passing those women to me I have just mentioned. I saw no more.

Senator FLETCHER. You had not anything to do with arousing the passengers on the ship?

Mr. BURKE. No, sir.

Senator FLETCHER. These boats that you assisted in loading, and the one you got away in, were all lifeboats?

Mr. BURKE. Yes, sir.

Senator SMITH. Not collapsible boats?

Mr. BURKE. No, sir.

Senator SMITH. Or emergency boats?

Mr. BURKE. No, sir.

Senator FLETCHER. There was an emergency boat alongside of or near No. 1, or under No. 1, was there not?

Mr. BURKE. No. 1, I believe, was an emergency boat.

Senator FLETCHER. No. 1, itself, was an emergency boat?

Mr. BURKE. I believe so.

Senator FLETCHER. And that had gone when you reached the deck?

Mr. BURKE. Yes, sir.

Witness excused.

#### TESTIMONY OF ALFRED CRAWFORD—Recalled.

Senator SMITH. I would like you to state what you did just after the impact on the night of the accident.

Mr. CRAWFORD. After we struck I went out and saw the iceberg passing along the starboard side. Then I went back and went around to all the staterooms to see that all the passengers were up and called all those; and as I was going around Mr. and Mrs. Bishop came out and asked me what was the matter. I said we had run into a piece of ice. I told them to go back to their rooms and dress; to put on as much of their clothes as they could; that I did not think there was any immediate danger. Afterwards a gentleman—a Mr. Stewart—came down and asked me to help dress him and to tie his shoes, and I did so. He went on deck and came back again and told me that it was serious; that they had told passengers to put on life belts. I got the life belts down and tied one on him, and also one on others. I gave them to other ladies and gentlemen on the deck. After that, during that time, I saw Mr. Ismay come out of his room, and a bedroom steward named Clark, and they went on deck.

Senator SMITH. What was the number of Mr. Ismay's room, if you know?

Mr. CRAWFORD. I should say it was either B-48 or 50.

Senator SMITH. On which deck?

Mr. CRAWFORD. B deck.

Senator SMITH. Go ahead.

Mr. CRAWFORD. I went around to all the staterooms and told Mrs. Rogers and Miss Rogers to dress, and I helped tie life belts on them. After I saw all the passengers on the boat deck, I went on the boat deck myself, and I went to No. 5 lifeboat.

Senator SMITH. Was that your station?

Mr. CRAWFORD. No. No. 8 was my station. I went on the starboard side to No. 5 boat. I saw Mr. Murdock and Mr. Ismay helping to get the passengers in. They were calling out and assisting all the women into the boat. Mr. Ismay stopped Mr. Murdock from lowering the boat a bit because the after end was getting hung up. Mr. Murdock called out to the aft man that was lowering the fall to lower away all the time, that he would beat him, and they lowered the boat to the water.

Senator SMITH. All right. What did you do then?

Mr. CRAWFORD. After I heard they were lowering away the port boats, I went around to my proper station.

Senator SMITH. Which was No. 8?

Mr. CRAWFORD. Which was No. 8. Mr. Wilde, the chief officer, was there. We filled that boat up with women first. Mrs. Isidore Straus and her husband were there, and she made an attempt to get into the boat first. She had placed her maid in the boat previous to that. She handed her maid a rug, and she stepped back and clung to her husband and said, “We have been together all these years. Where you go I go.” After that Capt. Smith came to the boat and asked how many men were in the boat. There were two sailors. He told me to get into the boat. He gave me orders to ship the rowlocks and to pull for a light. He directed me to a light over there. We were pulling for about six hours, I should say, and there were four men in the boat and a lady at the tiller all night.

Senator SMITH. Do you know what lady that was?

Mr. CRAWFORD. I have found out since. It was the Countess of Rothe. She was a countess; I do not know exactly her proper name.

Senator SMITH. The captain told you to get into that boat and row toward the light?

Mr. CRAWFORD. Yes; the captain told me to get in the boat and row toward that light. He told us to row for the light and to land the people there and come back to the ship. We pulled until day-break and we could not catch the ship.

Senator FLETCHER. What boat was that, No. 5?

Mr. CRAWFORD. No. 8, on the port side.

Senator SMITH. Did you see the light?

Mr. CRAWFORD. Yes, sir; there were two lights.

Senator SMITH. How far away?

Mr. CRAWFORD. I should say it was not farther than 10 miles.

Senator SMITH. What were they; were they signals?

Mr. CRAWFORD. They were stationary masthead lights, one on the fore and one on the main. Everybody saw them—all the ladies in the boat. They asked if we were drawing nearer to the steamer, but we could not seem to make any headway, and when day broke we saw another steamer coming up, which proved to be the *Carpathia*; and then we turned around and came back. We were the farthest boat away.

Senator SMITH. You had not been rowing toward the *Carpathia*?

Mr. CRAWFORD. No; we had been rowing the other way.

Senator SMITH. Toward this other light?

Mr. CRAWFORD. Yes.

Senator SMITH. You say you rowed how long?

Mr. CRAWFORD. Until we left the ship, because the ladies urged us to pull for the ship.

Senator SMITH. Until daylight?

Mr. CRAWFORD. Yes, sir.

Senator SMITH. And you got no nearer to that light?

Mr. CRAWFORD. We did not seem to be making any headway at all, sir.

Senator SMITH. Tell the committee what you think that light was.

Mr. CRAWFORD. I am sure it was a steamer, because a sailing ship would not have two masthead lights.

Senator SMITH. How far do you think it was away from the *Titanic* when the captain told you to row toward it?

Mr. CRAWFORD. Capt. Smith could see the light quite plain, as he pointed in the direction that we were to make for. We pulled toward the light, and we could not reach it.

Senator SMITH. You never returned to the ship's side after you left it?

Mr. CRAWFORD. No, sir; not after we left.

Senator SMITH. How many passengers were in boat No. 8?

Mr. CRAWFORD. I should say between 35 and 40.

Senator SMITH. How many women?

Mr. CRAWFORD. All women.

Senator SMITH. All women except the four men that you have referred to?

Mr. CRAWFORD. Yes, sir.

Senator SMITH. Any children?

Mr. CRAWFORD. No, sir.

Senator SMITH. Was there any light on lifeboat No. 8, was there any lamp?

Mr. CRAWFORD. Yes, sir; the lamp trimmer brought a light long before we were lowered into the water.

Senator SMITH. Hemmings?

Mr. CRAWFORD. Yes, sir.

Senator SMITH. Did you get the lamp from him?

Mr. CRAWFORD. Yes, sir.

Senator SMITH. Did he have other lamps?

Mr. CRAWFORD. Yes; he had a handful of lamps, taking them to all the boats.

Senator SMITH. He had a lot of lamps and was distributing them to all the boats?

Mr. CRAWFORD. Yes.

Senator SMITH. And you saw him do so?

Mr. CRAWFORD. I did; yes, sir.

Senator SMITH. And he handed one to you?

Mr. CRAWFORD. He handed one to No. 8 boat; yes.

Senator SMITH. And was it in condition to burn?

Mr. CRAWFORD. We lighted it and kept it burning. The wick kept falling down, but we kept raising it and lighting it. There was plenty of oil in the lamp.

Senator SMITH. Was that the only boat you assisted in loading?

Mr. CRAWFORD. No; I was in No. 5 boat. I was over there assisting Mr. Ismay to clear the falls after they were lowering it.

Senator SMITH. On which side of the boat?

Mr. CRAWFORD. The starboard side of No. 5. I did not go on the deck until quite a while, because the order was to clear the passengers out first.

Senator SMITH. Did you see any side lights on this boat that the captain told you to pull for?

Mr. CRAWFORD. No; I could not say I saw any side lights.

Senator SMITH. Did you see any more of that light than you have now described?

Mr. CRAWFORD. No. At daybreak it seemed to disappear. We came around and come back.

Senator SMITH. Did you see any rockets?

Mr. CRAWFORD. Yes, sir; plenty of them went up from the *Titanic*, and the Morse code was used.



Senator SMITH. The Morse code, also?

Mr. CRAWFORD. Yes, sir.

Senator SMITH. Did you see any rockets from any other ship?

Mr. CRAWFORD. No, sir.

Senator SMITH. After you got away from the side of the *Titanic*, how long was it before that vessel sank?

Mr. CRAWFORD. It was sometime after we got away; probably an hour or an hour and a half.

Senator SMITH. During that time were you pulling toward that light?

Mr. CRAWFORD. Yes; we were, and some of them said not to do it; but we said that that was the captain's order.

Senator SMITH. You pulled right for that light?

Mr. CRAWFORD. Right straight for the light.

Senator SMITH. And did not turn back?

Mr. CRAWFORD. No, sir.

Senator SMITH. Until you turned to go to the *Carpathia*, at daylight?

Mr. CRAWFORD. Yes, sir.

Senator BURTON. You saw two steamer lights, Mr. Crawford, did you?

Mr. CRAWFORD. Two lights; one steamer light; one steamer with two lights. A steamer carriers two lights, one on the fore and one on the main.

Senator BURTON. One was a little higher than the other?

Mr. CRAWFORD. Yes, sir; the after light was higher than the foremost.

Senator BURTON. You can not be deceived about that, can you?

Mr. CRAWFORD. No, sir; I am positive. Everyone in the boats was positive of that. We all thought she was making toward us.

Senator BURTON. Did she seem then to be moving toward you?

Mr. CRAWFORD. No; she seemed more like she was stationary.

Senator BURTON. You thought she was coming toward you?

Mr. CRAWFORD. We thought she was coming toward us.

Senator BURTON. Why did you think she was coming toward you?

Mr. CRAWFORD. Sometimes she seemed to get closer; other times she seemed to be getting away from us.

Senator BURTON. Those lights remained visible until it became daylight, did they?

Mr. CRAWFORD. Yes, sir.

Senator BURTON. You say others in the boat recognized those lights?

Mr. CRAWFORD. Yes, sir; all the ladies. The lady with the tiller saw it.

Senator FLETCHER. How far away could you see those lights? Have you had any experience to enable you to judge how far that ship was away from you?

Mr. CRAWFORD. I should say it would not be any more than 10 miles at the most; because, being in a low boat, you can not see like being raised high.

Senator FLETCHER. But you could see the lights very distinctly?

Mr. CRAWFORD. Very distinctly; yes, sir.

Senator FLETCHER. How was it that when day broke, and the sun rose, you could not see any ship?



Mr. CRAWFORD. I could not say. We saw the other ship coming to us, and we turned around for it.

Senator FLETCHER. But you could see nothing in the way of a ship or vessel, or anything, where these lights were?

Mr. CRAWFORD. No, sir.

Senator FLETCHER. Can you not see a ship 10 miles off, under those conditions?

Mr. CRAWFORD. We did not look for her after we saw the *Carpathia* coming up.

Senator FLETCHER. In which direction did the *Carpathia* appear?

Mr. CRAWFORD. She came up this way [indicating], and we were pulling over that way.

Senator FLETCHER. Do you know on what course you were moving your boat?

Mr. CRAWFORD. No; I could not say.

Senator FLETCHER. You could not tell?

Mr. CRAWFORD. No.

Senator FLETCHER. Did you see the Northern Lights?

Mr. CRAWFORD. I did not notice.

Senator FLETCHER. You did not notice the Northern Lights?

Mr. CRAWFORD. No, sir.

Senator FLETCHER. Do you know whether you were moving west?

Mr. CRAWFORD. I do not know the compass, and I could not say.

Senator FLETCHER. You do not remember observing the Northern Lights?

Mr. CRAWFORD. No, sir.

Senator FLETCHER. You could not tell from the stars in which direction you were moving?

Mr. CRAWFORD. No.

Senator FLETCHER. Did you move in the direction in which the *Titanic* was moving when she went down?

Mr. CRAWFORD. No; we were the other way; that way [indicating].

Senator FLETCHER. Which way?

Mr. CRAWFORD. The *Titanic* was moving this way; we were that way [indicating].

Senator FLETCHER. Suppose the *Titanic* was going west; then you went northwest?

Mr. CRAWFORD. If the *Titanic* was coming along this way we went across that way, straight for the light.

Senator FLETCHER. If the *Titanic* was moving west you moved southwest?

Mr. CRAWFORD. Probably so.

Senator FLETCHER. Toward the light?

Mr. CRAWFORD. Yes, sir.

Senator FLETCHER. And then the *Carpathia* appeared in what direction?

Mr. CRAWFORD. She came right up around and started to pick up the boats.

Senator FLETCHER. She came from the northeast from you, then?

Mr. CRAWFORD. Probably so.

Senator FLETCHER. Assuming you had been going southwest?

Mr. CRAWFORD. Yes, sir.

Senator FLETCHER. She appeared from the northeast. How far away was the *Carpathia* when you saw her?

Mr. CRAWFORD. Saw the lights?

Senator FLETCHER. Yes.

Mr. CRAWFORD. The captain saw the lights from the bridge.

Senator FLETCHER. I mean, how far away was the *Carpathia* when you first saw her?

Mr. CRAWFORD. We did not know it was the *Carpathia*. We saw a steamer coming up, and we could see she was picking up the boats. Then we turned around and made for her.

Senator FLETCHER. How far away was she?

Mr. CRAWFORD. Three or four miles away.

Senator FLETCHER. The first you saw of her was when she appeared to be picking up the other boats?

Mr. CRAWFORD. Yes, sir.

Senator FLETCHER. Then you rowed back?

Mr. CRAWFORD. Pulled right back; yes sir.

Senator FLETCHER. How many men did you have at the oars?

Mr. CRAWFORD. Four, sir.

Senator FLETCHER. Who were they?

Mr. CRAWFORD. Two sailors, a man out of the kitchen, and myself.

Senator FLETCHER. Do you know the names of the sailors?

Mr. CRAWFORD. I only know a man named Jones. The others I do not know.

Senator FLETCHER. Those were the only men in the boat?

Mr. CRAWFORD. Those were the only men in the boat.

Senator FLETCHER. The others were all women?

Mr. CRAWFORD. Yes, sir.

Senator FLETCHER. Any children?

Mr. CRAWFORD. No, sir.

Senator FLETCHER. You had about how many in that boat?

Mr. CRAWFORD. I should say between 35 and 40, sir.

Senator SMITH. Did Mr. and Mrs. Straus recognize you when they came to your lifeboat?

Mr. CRAWFORD. I could not say, sir.

Senator SMITH. Did you recognize them?

Mr. CRAWFORD. I recognized them; yes, sir.

Senator SMITH. That is all.

Mr. CRAWFORD. I thank you, sir.

Witness excused.

### TESTIMONY OF MR. ARTHUR JOHN BRIGHT.

The witness was sworn by the chairman.

Senator SMITH. Give your full name and address.

Mr. BRIGHT. Arthur John Bright, 105 Fir Grove Road, Southampton.

Senator SMITH. How old are you?

Mr. BRIGHT. Forty-one, sir.

Senator SMITH. What is your business?

Mr. BRIGHT. Quartermaster.

Senator SMITH. Were you quartermaster on the steamship *Titanic* on the voyage from Southampton to the place of the accident?

Mr. BRIGHT. Yes, sir.

Senator SMITH. Were you on duty when the accident occurred?

Mr. BRIGHT. No, sir.

Senator SMITH. Were you on duty Sunday?

Mr. BRIGHT. From 6 to 8 in the evening.

Senator SMITH. Then you were relieved?

Mr. BRIGHT. At 8 o'clock.

Senator SMITH. What did you do after you were relieved?

Mr. BRIGHT. I turned in.

Senator SMITH. When did your next watch occur?

Mr. BRIGHT. Twelve o'clock.

Senator SMITH. Where were you when the collision occurred?

Mr. BRIGHT. In the bunk, asleep.

Senator SMITH. How were you awakened?

Mr. BRIGHT. One of the watch on deck came and called me and told me that the ship had collided.

Senator SMITH. Do you remember who did that?

Mr. BRIGHT. The man has gone to England. Wynn, his name was. No; it was one of my own watch.

Senator SMITH. What did he say to you?

Mr. BRIGHT. He says, "The ship is going down by the head."

Senator SMITH. Was that immediately after the impact?

Mr. BRIGHT. I do not know. I did not feel the impact at all. It did not wake me up.

Senator SMITH. What did you do? Did you rise?

Mr. BRIGHT. I got up and dressed myself then.

Senator SMITH. And what did you do after that? I want you to tell, in your own way, just what you did after you dressed yourself.

Mr. BRIGHT. I went out to the after end of the ship to relieve the man I should have relieved at 12 o'clock, a man by the name of Rowe. We stood there for some moments and did not know exactly what to do, and rang the telephone up to the bridge and asked them what we should do. They told us to bring a box of detonators for them—signals. Each of us took a box to the bridge. When we got up there we were told to fire them—distress signals.

Senator SMITH. Who fired them?

Mr. BRIGHT. Rowe and I, and Mr. Boxhall, the fourth officer.

Senator SMITH. How long did you continue firing these rockets?

Mr. BRIGHT. Six were fired in all, I think.

Senator SMITH. One at a time?

Mr. BRIGHT. Yes, sir; at intervals.

Senator SMITH. At intervals of how long?

Mr. BRIGHT. I could not say. After we would fire one we would go and help clear the boats away, and then we would come back again.

Senator SMITH. This firing of rockets continued for some time, did it?

Mr. BRIGHT. I should say probably half an hour.

Senator SMITH. In the meantime, were the Morse signals given?

Mr. BRIGHT. I could not say.

Senator SMITH. You could not see them?

Mr. BRIGHT. No, sir.

Senator SMITH. What color did these rockets that were fired show?

Mr. BRIGHT. I did not notice the color; but they burst after they got up in the air.

Senator SMITH. And then what colors were displayed?

Mr. BRIGHT. I did not look to see.

Senator SMITH. You say you went to the boats after that, or from time to time while this firing was going on. Did you assist in loading the boats?

Mr. BRIGHT. After we had finished firing the distress signals there were two boats left. I went and assisted to get out the starboard one; that is, the starboard collapsible boat. Rowe went away to help to get the other one out, and I went away myself.

Senator SMITH. Was the starboard collapsible boat forward?

Mr. BRIGHT. Close to the bridge, on the deck.

Senator SMITH. And on the starboard side?

Mr. BRIGHT. Yes.

Senator SMITH. Did you assist in loading that boat?

Mr. BRIGHT. I assisted to get it up.

Senator SMITH. You assisted to get it up in position?

Mr. BRIGHT. Yes.

Senator SMITH. Do you know the number of that boat?

Mr. BRIGHT. I could not say. As soon as the boat was got up in place I was sent away to clear another one in place.

Senator SMITH. And you do not know who got into the boats—what members of the crew or passengers?

Mr. BRIGHT. I have only learned since that Rowe, the man that was working with me, got into that boat. He was in charge of the boat, Rowe was. I was in charge of the other one.

Senator SMITH. You do not know how many people he had in it?

Mr. BRIGHT. Not in his boat; only my own.

Senator SMITH. And you do not know what proportions there were of men and women?

Mr. BRIGHT. I could not say, sir.

Senator SMITH. In this collapsible?

Mr. BRIGHT. No; that one. My own boat I know about.

Senator SMITH. Do you know whether Mr. Ismay was in Mr. Rowe's boat?

Mr. BRIGHT. I have learned so since; I could not say then.

Senator SMITH. That was a collapsible lifeboat forward?

Mr. BRIGHT. There were four collapsibles. That was one of them.

Senator SMITH. I understand. That was a collapsible lifeboat forward, on the starboard side?

Mr. BRIGHT. Close to the bridge; yes.

Senator SMITH. Where did you go after that? You went to this other boat; but where was it?

Mr. BRIGHT. I was on the opposite of the deck to what that was.

Senator SMITH. On the port side?

Mr. BRIGHT. On the port side, right forward, close to the bridge.

Senator SMITH. And what was that, a collapsible?

Mr. BRIGHT. Yes; identically the same as the other one.

Senator SMITH. What did you do there?

Mr. BRIGHT. We got that one out and filled it up with passengers.

Senator SMITH. How many passengers; how many people?

Mr. BRIGHT. When the boat left the ship there were 25; all it would hold.

Senator SMITH. Did you count them?

Mr. BRIGHT. I did not count them then; but after we got away there was Mr. Lowe, the fourth officer, came alongside of us in another boat, and told us to stick together, and then he asked the number in the boat, and there was a steward by the name of Hardy counted them and told him, and then they put ten or a dozen men into our boat because it was not filled up.

Senator SMITH. Ten or a dozen into your boat from where?

Mr. BRIGHT. From some other boat. It was dark, and I could not tell which one it was.

Senator SMITH. Was it from a swamped boat?

Mr. BRIGHT. No; from a boat that was overloaded.

Senator SMITH. You do not remember the number of it?

Mr. BRIGHT. No; it was dark and I could not see.

Senator SMITH. You do not remember what officer was in charge of it, if any?

Mr. BRIGHT. Mr. Lowe, the fifth officer.

Senator SMITH. You took these passengers from Mr. Lowe's boat into yours?

Mr. BRIGHT. There were five boats, all close up together, and where boats were overloaded he was taking the people out and putting them into the boats that had room to carry them.

Senator SMITH. Did he take any people out of your boat and put them into his?

Mr. BRIGHT. One seaman went out of my boat.

Senator SMITH. When you got part of Mr. Lowe's passengers into your collapsible boat, how many did you have altogether in it?

Mr. BRIGHT. If we took a dozen it would be 37. I did not count them afterwards. There were 25 before.

Senator SMITH. How did it happen that you did not load this lifeboat to its capacity before it left the boat deck?

Mr. BRIGHT. I had nothing to do with the loading of it. The officer was in charge of that.

Senator SMITH. What officer was superintending the filling of this boat?

Mr. BRIGHT. The last officer I saw there was Mr. Lightoller.

Senator SMITH. Did it accommodate comfortably these passengers that you took from Officer Lowe's boat?

Mr. BRIGHT. Oh; there was room for more.

Senator SMITH. Did you get any more?

Mr. BRIGHT. No; not until some time afterwards. Just at daylight we got some more.

Senator SMITH. Where did you get them?

Mr. BRIGHT. We saw a boat, one of the collapsible boats, that was awash, just flush with the water.

Senator SMITH. You mean being swamped?

Mr. BRIGHT. Yes; and the same officer, Mr. Lowe, came and took my boat in tow, because we had very few men to pull, and towed us down to this one that was just awash, and took 13 men and 1 woman off that.

Senator SMITH. Did you leave anybody in it?

Mr. BRIGHT. No; except those two dead bodies. There were two dead bodies.

Senator SMITH. They were standing in water when you came up to them?

Mr. BRIGHT. About half way—just about the ankles.

Senator SMITH. Were they making signs to you?

Mr. BRIGHT. No, sir. They had been singing out in the dark. As soon as it got daylight we could see them.

Senator SMITH. When it got daylight you went to them?

Mr. BRIGHT. We rescued them then.

Senator SMITH. And you turned the swamped boat adrift?

Mr. BRIGHT. Yes; there was no way to do anything with it. We left it there.

Senator SMITH. With the two bodies?

Mr. BRIGHT. With two dead bodies. They were covered up with a life belt over their faces.

Senator SMITH. You left them?

Mr. BRIGHT. Yes, sir.

Senator SMITH. Did you take up any more people after you left this swamped boat?

Mr. BRIGHT. No; we did not pick up anybody.

Senator SMITH. Before you reached the *Carpathia*?

Mr. BRIGHT. No; we were taken in tow and towed back under sail to the *Carpathia*.

Senator SMITH. You were taken in tow by Mr. Lowe's boat?

Mr. BRIGHT. Yes.

Senator SMITH. Under sail?

Mr. BRIGHT. He was under sail.

Senator SMITH. And you were towed?

Mr. BRIGHT. To the *Carpathia*.

Senator SMITH. I will show you that little picture [handing photograph to witness]. Do you see anything about that that looks like your boat?

Mr. BRIGHT. No, sir.

Senator SMITH. This boat that is ahead there is not under sail?

Mr. BRIGHT. No; that is a collapsible boat behind, but we were in tow. That boat, if it had been behind, would have been under sail. That is a collapsible boat behind, but it is not the boat I was in.

Senator SMITH. Mr. Lowe's boat had a sail?

Mr. BRIGHT. Yes, sir; it had a sail.

Senator SMITH. Do you know the names of any of the passengers or members of the crew that were in the lifeboat in which you reached the *Carpathia*?

Mr. BRIGHT. The only one I know of is Steward Hardy. He is up here now.

Senator SMITH. What is his name?

Mr. BRIGHT. Hardy. I knew several third-class passengers by sight but not by name. One man was in, but has gone to Albion. He was a passenger to Albion.

Senator SMITH. Mr. Ismay was not in your boat, was he?

Mr. BRIGHT. No, sir; he was in the starboard collapsible boat.

Senator SMITH. Were there any other lifeboats on the boat deck when you took to the lifeboat yourself?

Mr. BRIGHT. All the lifeboats were away before the collapsible boats were got off.

Senator SMITH. All were away before the collapsible boats were lowered?



Mr. BRIGHT. They had to be, because the collapsibles were on the deck and the other boats had to be lowered before they could be used.

Senator SMITH. In other words, the same tackle——

Mr. BRIGHT (interrupting). The same tackle that took the other ones took the collapsibles.

Senator SMITH. The same tackle and gear with which the lifeboats were lowered and the emergency boats?

Mr. BRIGHT. Yes.

Senator SMITH. The same tackle with which the lifeboats and emergency boats were lowered was employed, after they had gone, in lowering the collapsible boats?

Mr. BRIGHT. That is right, sir.

Senator SMITH. How do you know Mr. Ismay was in the collapsible that was on the other side, on the starboard side?

Mr. BRIGHT. I saw him standing there, and that was the only two boats left.

Senator SMITH. He was not in your boat?

Mr. BRIGHT. No.

Senator SMITH. Therefore he must have gone in the other?

Mr. BRIGHT. I find out he was saved, so he must have gone in that one.

Senator SMITH. Did he make any attempt to get in yours?

Mr. BRIGHT. No; he did not make any attempt to get in any boat.

Senator SMITH. I do not think I have asked you how many of the 55 in your lifeboat were members of the crew?

Mr. BRIGHT. There was just a steward and one fireman.

Senator SMITH. And all the others were women?

Mr. BRIGHT. There were two men passengers there. The remainder were women and children.

Senator SMITH. Five men and 20 women and children?

Mr. BRIGHT. Yes, sir; at first; then there were 10 or a dozen more, afterwards.

Senator SMITH. Tell us exactly. I recall just what you said about taking the others.

Mr. BRIGHT. When we left, there were 20 of them.

Senator SMITH. Did you see these lights on the horizon that night?

Mr. BRIGHT. You mean after the ship went down?

Senator SMITH. No.

Mr. BRIGHT. Before?

Senator SMITH. Yes; in any direction. I do not mean in the direction of the *Titanic*; I mean away from the *Titanic*.

Mr. BRIGHT. As soon as we got away from the ship, we were told to keep together, if possible, to keep as close to each other in the boats as possible. There was a light sighted away, I should say, possibly 4 or 5 miles away, off the port bow of the ship. It looked to me like a sailing ship—like a fishing boat. There were no lights to be seen about the hull of the ship, if it was a ship. We pulled toward that for a time.

Senator BOURNE. What was the color of the light that you thought you saw?

Mr. BURKE. It was a white light, like the steaming light of a ship would be.



Senator FLETCHER. I am not clear about a statement I understood you to make, that Lowe went away in the starboard collapsible boat?

Mr. BRIGHT. Rowe, one of the quartermasters.

Senator FLETCHER. Another quartermaster?

Mr. BRIGHT. Yes; Mr. Lowe is fifth officer, and Rowe was quartermaster.

Senator SMITH. Lowe was in one of the lifeboats?

Mr. BRIGHT. Yes, sir; he was in one that had a sail on it; yes, sir.

Senator FLETCHER. The collapsible boat on the port side was the last boat to leave the ship?

Mr. BRIGHT. Yes, sir; I was in it myself.

Senator FLETCHER. You know it was the last boat to leave the ship?

Mr. BRIGHT. Yes, sir.

Senator FLETCHER. How long after she left was it before the ship went down?

Mr. BRIGHT. It could not have been long. We were told to pull clear and get out of the suction, and I suppose we got out about 100 yards, or maybe a little more, away from the ship.

Senator FLETCHER. Did you lie on your oars then, and wait?

Mr. BRIGHT. We were told to keep together, if possible, in the boats.

Senator FLETCHER. Was it 25 or 30 minutes or an hour?

Mr. BRIGHT. No; I should say it was as near half an hour as possible. When I left, the fore-castle was going under water.

Senator FLETCHER. Then the collapsible boat on the starboard side was next to the last boat to leave the ship?

Mr. BRIGHT. Yes; I did not see that lowered. I saw them getting ready to lower it and I went to the other side to get the other one up.

Senator FLETCHER. You know that was the only one left on the ship?

Mr. BRIGHT. Yes, sir; all the lifeboats went down before that.

Senator FLETCHER. The collapsible boat on the port side was lowered after the one on the starboard side?

Mr. BRIGHT. Yes; the starboard one went down before the other one.

Senator FLETCHER. And it went down immediately before the one on the port side?

Mr. BRIGHT. I could not say how long. I suppose it was 20 minutes or more. It was getting ready before I went down.

Senator FLETCHER. Do you think that collapsible boat on the starboard side was next to the last boat to leave the ship?

Mr. BRIGHT. I do think so; yes, sir.

Senator FLETCHER. That was the one that was nearly foundered afterwards?

Mr. BRIGHT. I can not answer that.

Senator FLETCHER. There was no other? There were only two collapsible boats, were there not?

Mr. BRIGHT. Two.

Senator FLETCHER. Then you do not know whether the one on the starboard side was the one that got in trouble afterwards, and the other boat foundered?

Mr. BRIGHT. I can only answer for two. The other two I do not know anything about. I know we picked some off of one that was swamped. Which one it was of the four, I do not know.

Senator FLETCHER. Was Mr. Ismay on that one?

Mr. BRIGHT. No, sir. They were mostly—I think there were several firemen and stewards—I would not be certain—and there were a few third-class passengers and one woman.

Senator FLETCHER. What became of the passengers that were taken off of that foundered collapsible boat?

Mr. BRIGHT. Mr. Lowe took them into his boat. It was only manned by a crew.

Senator FLETCHER. He took them into his boat?

Mr. BRIGHT. Yes.

Senator FLETCHER. And none into your boat?

Mr. BRIGHT. No. He went around to all the boats and put as many in the other boats as he could, so as to have a clear boat to put in any one he could find.

Senator FLETCHER. He had already put 10 or 12 into your boat?

Mr. BRIGHT. Yes, sir; previous to that.

Senator FLETCHER. Nothing happened to your boat?

Mr. BRIGHT. No, sir.

Senator FLETCHER. You did not see any ship or vessel of any sort next morning, in the direction of the light that you had seen during the night?

Mr. BRIGHT. No. That seemed to disappear all at once. The next we saw was the *Carpathia*, just before daylight.

Senator FLETCHER. How far were you from her when you first saw her?

Mr. BRIGHT. The *Carpathia*?

Senator FLETCHER. Yes.

Mr. BRIGHT. About 4 miles.

Senator FLETCHER. You say that was before daylight?

Mr. BRIGHT. Just before daylight she came in sight.

Senator FLETCHER. You saw her lights?

Mr. BRIGHT. Yes; we could see her lights.

Senator SMITH. I want to ask if you picked up Second Officer Lightoller from the water?

Mr. BRIGHT. No, sir; I did not.

Senator SMITH. There were two collapsible boats forward near the bridge, one on each side?

Mr. BRIGHT. Yes, sir; and one on each side of the wheelhouse?

Senator SMITH. Then there was a collapsible boat on the officers' quarters?

Mr. BRIGHT. That is what I call the wheelhouse. There was one up on each side of that.

Senator SMITH. Which one was the first to go to the water, the collapsible boat that you were in or the collapsible boat that Mr. Ismay was in?

Mr. BRIGHT. Mr. Ismay's.

Senator SMITH. Then you followed?

Mr. BRIGHT. Yes, sir.

Senator FLETCHER. And in his boat, how many people were there?

Mr. BRIGHT. I have no idea. I was not there to see them.

Senator SMITH. And in your boat you had about how many?

Mr. BRIGHT. Twenty-five.

Senator SMITH. As you have stated, there were 20 women and 5 men?

Mr. BRIGHT. Yes, sir; women and children.

Senator SMITH. And how high was the water on the deck when your boat was lowered?

Mr. BRIGHT. Do you know the forecastle of the ship?

Senator SMITH. Yes.

Mr. BRIGHT. What we call the forecastle head was just going under water. That would be about 20 feet lower than the bridge, I should say.

Senator SMITH. In other words, the boat had sunk about 50 feet into the water?

Mr. BRIGHT. Yes, sir; all of that, because when the boat was lowered the foremost fall was lowered down and the after one seemed to hang, and I called out to hang onto the foremost fall and to see what was the matter and let go the after one.

Senator SMITH. Was there any suction about the *Titanic* when your boat was lowered into the water?

Mr. BRIGHT. No. There would not be any suction until she was under.

Senator SMITH. I understand that, but I want to know whether there was any apparent suction there?

Mr. BRIGHT. I did not have any difficulty in getting away.

Senator SMITH. No difficulty at all?

Mr. BRIGHT. No, sir.

Senator SMITH. I have asked all of the others who were close about when the ship went down the same question and I have had the same reply.

Mr. BRIGHT. I was 50 to 100 yards away, I would say, when she went down. I could not be exact, but about that.

Senator FLETCHER. Did she break in two?

Mr. BRIGHT. She broke in two. All at once she seemed to go up on end, you know, and come down about half way, and then the afterpart righted itself again and the forepart had disappeared. A few seconds the afterpart did the same thing and went down. I could distinctly see the propellers—everything—out of the water.

Senator FLETCHER. Were there any women and children on deck when you left?

Mr. BRIGHT. There must have been crowds aboard.

Senator FLETCHER. Where you were?

Mr. BRIGHT. No, sir.

Senator FLETCHER. None in hearing distance of you?

Mr. BRIGHT. I did not see them.

Senator FLETCHER. You can not say positively that there were none there?

Mr. BRIGHT. No, sir; because the lights had gone out in the forepart of the ship then. The lights went out after we got away. The lights were burning in the afterpart of the ship.

Senator FLETCHER. Could you hear any?

Mr. BRIGHT. Oh, you could hear some.

Senator FLETCHER. Wanting to get on the boat?

Mr. Bright. I could not say as to that. There were lots that were asked to get into the boat and they said they would rather stay on board the ship; lots of women said that.

Senator FLETCHER. Did they say that to you?

Mr. BRIGHT. Not to me; but I was assisting in getting the boats ready.

Senator FLETCHER. But did any ladies refuse to get in that boat—that last boat—any who were asked to get in?

Mr. BRIGHT. Not to my knowledge.

Senator FLETCHER. Were there some there?

Mr. BRIGHT. I did not see any when that boat went out.

Senator FLETCHER. It was dark?

Mr. BRIGHT. My attention was elsewhere. I was looking after the boat getting clear. You see they got the boat clear of the ship and then the people were put in afterwards.

Senator FLETCHER. And you were on board the boat?

Mr. BRIGHT. Yes; keeping her in an upright position to save the people from falling into the water.

Senator FLETCHER. And Mr. Lightoller and several others were helping the passengers in, you have said. Did they call out for anybody to come there?

Mr. BRIGHT. No; I could not hear.

Senator FLETCHER. If there were people there you had room for 10 or 12 more anyhow in that boat, and why did you not put them in?

Mr. BRIGHT. I had nothing to do with putting them in.

Senator FLETCHER. Why did he not put them in?

Mr. BRIGHT. I could not say that.

Senator FLETCHER. And Mr. Lightoller was left on board; you left him on board the boat?

Mr. BRIGHT. We left him on board the ship.

Senator FLETCHER. Did you have a light in your boat?

Mr. BRIGHT. There was a lantern passed into the boat, but I could not light it. I tried to light it.

Senator FLETCHER. All the lights on the ship were not out then?

Mr. BRIGHT. No; it was only the after section, though, that was burning. The after part of the boat had her lights burning.

Senator BOURNE. After she broke in two?

Mr. BRIGHT. Until she went under water; yes, sir.

Senator BOURNE. Were you the last boat to leave the ship?

Mr. BRIGHT. Yes, sir.

Senator BOURNE. And you were from 50 to 100 yards from the ship when she sank?

Mr. BRIGHT. Yes, sir.

Senator BOURNE. And you rowed from the ship without cessation?

Mr. BRIGHT. Without what?

Senator BOURNE. Without stopping?

Mr. BRIGHT. Yes.

Senator BOURNE. Until she sank. How long a period was it from the time you left the ship until she sank?

Mr. BRIGHT. I only had two oars pulling, you know.

Senator BOURNE. How long a time do you think it was—how many minutes?

Mr. BRIGHT. I should say it was nearly a half an hour. We were not pulling in a straight direction.

Senator BOURNE. You were circling around?

Mr. BRIGHT. Yes, sir; trying to find the other boats.

Senator BOURNE. Oh, you were not trying to get away from the ship.

Mr. BRIGHT. We were told to get together if we could do so, and keep together, and as soon as I located a boat I would pull for that.

Senator BOURNE. But at no time were you more than 100 yards from the ship from the time you left it?

Mr. BRIGHT. Not when she went down.

Senator BOURNE. Did you hear any explosion after you left the ship?

Mr. BRIGHT. I heard something, but I would not call it an explosion. It was like a rattling of chain, more than anything else.

Senator BOURNE. You did not hear any explosion? You do not think the boilers blew up?

Mr. BRIGHT. No; it was not like that; it was not such a sound as we would hear if the boilers exploded. It was like a rattling of chain.

Senator BOURNE. The ship went down by her bow first, and you could see the stern and see the keel on the stern, could you?

Mr. BRIGHT. Yes, sir. Then that righted itself again, got on an even keel again after that.

Senator BOURNE. That is, the stern?

Mr. BRIGHT. It settled down in the water on an even keel.

Senator BOURNE. But the bow had disappeared?

Mr. BRIGHT. Yes, sir.

Senator BOURNE. Hence, you assumed that she broke in two. The bow lights were extinguished, were they?

Mr. BRIGHT. You could not see anything of them after that.

Senator BOURNE. Did you see any lights on the stern after she settled?

Mr. BRIGHT. Yes, sir; until she finally disappeared underneath the water.

Senator BOURNE. Until the stern disappeared, after the break?

Mr. BRIGHT. Yes, sir.

Senator FLETCHER. Where did she break? Tell us about where she broke in two.

Mr. BRIGHT. Well, it was as near the middle as anything, I should say; but it was dark.

Senator SMITH. Who handed you the lamp; was it the lamp trimmer, Hemmings?

Mr. BRIGHT. I could not say who it was. The lamp trimmer was assisting to get that boat out with me. I could not say who it was.

Senator SMITH. He did not hand you the lamp?

Mr. BRIGHT. I could not say. The boat was over the side then.

Senator SMITH. Did you see the lamp trimmer?

Mr. BRIGHT. I saw him.

Senator SMITH. Did you see him with lamps in his arms going around giving them out to the boats?

Mr. BRIGHT. No; the last time I saw him he was assisting to get that boat out.

Senator SMITH. After you left the *Titanic* in this collapsible boat did anyone try to board it from the water?

Mr. BRIGHT. No, sir.

Senator SMITH. Or did anyone try to get out of it?

Mr. BRIGHT. No, sir.

Senator SMITH. You did not go back to the scene of this disaster after you pulled out into the sea, away from the *Titanic*?

Mr. BRIGHT. No; by the time we got clear we did not have time to go back. We were told to keep together, you see——

Senator SMITH. You kept together and did not return again to the scene of the disaster?

Mr. BRIGHT. No, sir. Mr. Lowe, who gave us the order to stay together, went back.

Senator SMITH. In No. 14?

Mr. BRIGHT. I could not say.

Senator SMITH. He went back in the sailboat?

Mr. BRIGHT. He did not have any sail up then.

Senator SMITH. Well, he had sail up when you next saw him?

Mr. BRIGHT. Yes, sir.

Senator SMITH. And he took your boat in tow?

Mr. BRIGHT. Yes, sir.

Senator SMITH. I think that is all.

I will ask the officer to call Luis Klein.

Mr. CORNELIUS (after calling the witness outside of the committee room). No, sir; he does not respond.

#### TESTIMONY OF ALFRED CRAWFORD—Recalled.

Senator FLETCHER. You testified regarding that iceberg. You said, as I recall, that you saw an iceberg passing on the starboard side?

Mr. CRAWFORD. Yes; after the collision.

Senator FLETCHER. Where were you?

Mr. CRAWFORD. I was on B deck. I went out from B deck, out to the promenade there.

Senator FLETCHER. That was aft?

Mr. CRAWFORD. No, sir; forward.

Senator FLETCHER. You were forward?

Mr. CRAWFORD. Yes, sir.

Senator FLETCHER. On B deck?

Mr. CRAWFORD. On B deck.

Senator FLETCHER. And you saw the iceberg, the iceberg that struck the ship?

Mr. CRAWFORD. I saw the iceberg going along the starboard side, sir.

Senator FLETCHER. Just describe that iceberg, please.

Mr. CRAWFORD. It looked like a large, black object going alongside the ship.

Senator FLETCHER. Could you tell us about the size?

Mr. CRAWFORD. I could not see the top because there was a deck above us.

Senator FLETCHER. It was higher than B deck?

Mr. CRAWFORD. Oh, yes; much higher.

Senator FLETCHER. And how close was the side of the ship to it?

Mr. CRAWFORD. It did not seem very far away.

Senator FLETCHER. Could you tell anything about the dimensions of it, as to the length or the width?

Mr. CRAWFORD. No, sir; I could not. I just saw the object scraping alongside the ship.

Senator FLETCHER. Did it come in contact with the side of the ship?

Mr. CRAWFORD. I do not think so.

Senator FLETCHER. That is all.

Witness excused.

Senator SMITH. I think that completes the crew, does it not, Mr. Cornelius?

Mr. CORNELIUS. Yes, sir.

Senator SMITH. Is Mr. Sammis here?

Mr. CORNELIUS. No, sir; he will be here Monday morning.

Senator SMITH. Is Mr. Bottomley here?

Mr. CORNELIUS. He will be here Monday morning also.

Senator SMITH. Then, with the consent of my colleagues, we will adjourn until Monday morning at 10 o'clock.

Thereupon, at 6.10 p. m., the committee adjourned until Monday, April 29, 1912, at 10 o'clock a. m.





VK 1255  
T5

# **“TITANIC” DISASTER**

---

## **HEARING**

**BEFORE A**

## **SUBCOMMITTEE OF THE COMMITTEE ON COMMERCE UNITED STATES SENATE**

**SIXTY-SECOND CONGRESS  
SECOND SESSION**

**PURSUANT TO**

### **S. RES. 283**

**DIRECTING THE COMMITTEE ON COMMERCE TO INVESTIGATE THE CAUSES LEADING TO THE WRECK OF THE WHITE STAR LINER “TITANIC”**

---

### **PART 10**

---

**Printed for the use of the Committee on Commerce**

---

**SUBCOMMITTEE OF THE COMMITTEE ON COMMERCE.**

**UNITED STATES SENATE.**

**WILLIAM ALDEN SMITH, Michigan, *Chairman.***

**GEORGE C. PERKINS, California.**

**F. M. SIMMONS, North Carolina.**

**JONATHAN BOURNE, Jr., Oregon.**

**FRANCIS G. NEWLANDS, Nevada.**

**THEODORE E. BURTON, Ohio.**

**DUNCAN U. FLETCHER, Florida.**

**W. M. MCKINSTRY, *Clerk.***

## LIST OF WITNESSES.

---

	Page.
Marconi, Guglielmo (continued).....	813
Sammis, Frederick M.....	828
Woolner, Hugh.....	849
Bride, Harold S. (recalled).....	864
Boxhall, Joseph Groves (recalled).....	875
Boxhall, Joseph Groves (separate testimony before Senator Burton).....	898
Cottam, Harold G. (recalled).....	886



## “TITANIC” DISASTER.

---

MONDAY, APRIL 29, 1912.

SUBCOMMITTEE OF THE COMMITTEE ON COMMERCE,  
UNITED STATES SENATE,  
Washington, D. C.

The subcommittee met at 10.30 o'clock a. m.

Present: Senators Smith (chairman), Newlands, and Fletcher.

### TESTIMONY OF GUGLIELMO MARCONI—Continued.

Senator SMITH. You were sworn a day or two ago, Mr. Marconi. I asked you, when you were on the stand before, whether you had sent any messages to the *Carpathia* during her voyage from the scene of this catastrophe to New York, and I recall your reply. Would you like to correct it?

Mr. MARCONI. Yes, sir.

Senator SMITH. Please do so.

Mr. MARCONI. I said that I had not sent any message, as far as I could remember, to the *Carpathia*, during her voyage to New York with the survivors of the *Titanic*.

On my return to New York, after having testified, I found that I had sent one message to the *Carpathia*.

Senator SMITH. Have you that message?

Mr. MARCONI. I immediately wrote a letter to you, Senator, stating the fact and inclosing the message.

Senator SMITH. Is that the message [handing Mr. Marconi a telegram]?

Mr. MARCONI. This is the message, and a confirmation of the Siasconset station.

Senator SMITH. Please read the message, giving the date, hour, to whom addressed, and all other contents.

Mr. MARCONI. It was transmitted on April 18, 1912, at 1 a. m., to Cowden, Marconi station, Siasconset, Mass.:

Send following immediately; advise us delivery stop.

Which means full stop.

Wire news dispatch immediately to Siasconset or to Navy boats. If this impossible, ask captain give reason why no news allowed to be transmitted.

GUGLIELMO MARCONI.

Would you like me to give the station signs also?

Senator SMITH. Yes; please give the telegram in full.

Mr. MARCONI. It is as follows:

April 18/12  
No. 2.

Station sent to.  
M. Y. No. 2.

Time sent.  
1 a. m.

COWDEN, *Marconi Station*:

Send following immediately; advise us delivery stop. Wire news dispatches immediately to Siasconset or to Navy boats. If this impossible ask captain give reason why no news allowed to be transmitted.

GUGLIELMO MARCONI.

The Siasconset station sent to my office in New York a return of what it actually transmitted to the *Carpathia*. This is the message:

44/3.

SIASCONSET STATION, April 18, 1912.

Words D H (which means "deadhead").  
Service instructions Nyk (New York).

Station sent to.

Time sent.

By whom sent.

M P A

3.15 a

J C

To Opr. S. S. MPA.

Wire news dispatches immediately to Siasconset or to Navy boats; if this impossible ask captain give reason why no news allowed to be transmitted.

GUGLIELMO MARCONI.

Senator SMITH. Mr. Marconi, what did "J. C." mean on that message?

Mr. MARCONI. It should be the initial of the operator who sent the message.

Senator SMITH. In your New York office?

Mr. MARCONI. No; in the Siasconset office; Cowden, I should say. It was this man Cowden.

Senator SMITH. Yes. Do you know who he was?

Mr. MARCONI. No; I do not know who he was.

Senator SMITH. By name?

Mr. MARCONI. I understand that he was the operator.

Senator SMITH. "S. S. M. P. A." was the cipher of the *Carpathia*?

Mr. MARCONI. Yes.

Senator SMITH. And "S. S." meant steamship?

Mr. MARCONI. Steamship; yes sir.

Senator SMITH. April 18 was the date on which the *Carpathia* arrived in New York?

Mr. MARCONI. Yes, sir. Of course, I should call your attention to the fact that it was 1 o'clock in the morning.

Senator SMITH. The times were 1 o'clock in the morning and 3.15?

Mr. MARCONI. Yes, sir.

Senator SMITH. Did you receive any reply?

Mr. MARCONI. No, sir; I did not.

Senator SMITH. Did your office receive any reply?

Mr. MARCONI. I do not think so.

Senator SMITH. Did you make any inquiry about it?

Mr. MARCONI. I made inquiry. I was told nothing was received.

Senator SMITH. Who told you?

Mr. MARCONI. Mr. Bottomley, and, I believe, Mr. Sammis. But I say, certainly, Mr. Bottomley.

Senator SMITH. Have you talked to the operator about it?

Mr. MARCONI. I beg pardon, Senator; which operator?

Senator SMITH. Have you talked with the operator on the *Carpathia* about this?



Mr. MARCONI. No; I have not. I have talked to Bride, who was the operator of the *Titanic*.

Senator SMITH. He was the operator of the *Titanic*?

Mr. MARCONI. He was the operator of the *Titanic* and was transferred to the *Carpathia*.

Senator SMITH. What did Bride say about it?

Mr. MARCONI. If I remember correctly—he is here to testify himself.

Senator SMITH. I know he is here——

Mr. MARCONI (interrupting). But if I remember correctly, he did see something of that. The message was received.

Senator SMITH. But no reply was sent to you?

Mr. MARCONI. No reply was sent. At least no reply was received, I should say.

Senator SMITH. Mr. Marconi, do you know how the *Chester* and the *Salem* are equipped with wireless?

Mr. MARCONI. I do not.

Senator SMITH. Do you know whether the *Chester* and the *Salem* are so equipped that they can, with accuracy, communicate with other wireless stations?

Mr. MARCONI. I know they can communicate with accuracy; but as to how they communicate, or how far, or what power they have, I am totally ignorant.

Senator SMITH. Do you know anything about their operators?

Mr. MARCONI. No, sir; I do not.

Senator SMITH. Have you any reason to believe their operators are not well qualified for their work?

Mr. MARCONI. I have no reason myself to believe that, except from things I have heard from operators that have testified in this inquiry.

Senator SMITH. What have you heard?

Mr. MARCONI. I heard that they worked slowly, or that they did not seem to be well acquainted with the continental Morse code.

Senator SMITH. What code did they use?

Mr. MARCONI. I presume they used the Marconi, but I do not know.

Senator SMITH. Is there any serious difficulty in communication between your offices and the naval offices because of the difference in code?

Mr. MARCONI. There would be if different codes were adhered to. it would make it extremely difficult, if not impossible, to communicate accurately.

Senator SMITH. What code do you use?

Mr. MARCONI. We use the international Morse code, as used in Europe and Great Britain, and as specified or determined by the International Regulations on Wireless Telegraphy.

Senator SMITH. There does not seem to have been any difficulty in the Government boat *Florida* and various coast stations of the Government picking up these messages from the *Carpathia*?

Mr. MARCONI. No; those stations did not appear to have any difficulty.

Senator SMITH. You desire the committee to understand that these two telegrams I just read are the only messages you communicated to the *Carpathia* on the day of her arrival in New York?

Mr. MARCONI. Yes, sir; the only ones that I can trace, and the only ones that I remember.

Senator SMITH. And the message that is signed by Mr. Marconi at 9.33 p. m. on the 18th you do not identify?

Mr. MARCONI. I do not identify it, and I state that it was absolutely unauthorized.

Senator SMITH. No matter who signed it?

Mr. MARCONI. No matter who signed it; I state that I did not send it or authorize it to be sent.

Senator SMITH. You desire the committee to understand that you disapprove both the language of those wireless messages and the unauthorized use of your name?

Mr. MARCONI. Absolutely; I wish the committee to understand that clearly.

Senator SMITH. Have you anything further you care to say to the committee, Mr. Marconi, that will throw light on the purposes of this inquiry?

Mr. MARCONI. I have something further to say. I should say I have some more messages which were sent by my company to various shore stations and to the *Carpathia*, and with your permission I will read them, with a view of getting them into the record. I should also ask you to allow me to say that the message which I sent to the *Carpathia*, to which you have already referred, proves, I think, quite conclusively that I had no intention of preventing United States Navy boats from receiving any information from the *Carpathia*. I was exceedingly surprised, as everybody else was at the time, that no news was coming through, and I was very much worried about it, and that day I did suggest that this message should be sent, and it was sent.

Senator SMITH. I want to ask you a straight, square question: Whether you infer that the failure of your operators to communicate with the *Salem* or the *Chester* or with your office, or to give this news of the trip of the *Carpathia* to New York to the public, was influenced in any manner by the hope of reward from the sale of exclusive information in the possession of wireless operators?

Mr. MARCONI. My opinion is it was not influenced in any way, because I do not see that they had any reason to believe or to hope or to think that they were going to sell their story to anybody.

Senator SMITH. Was Mr. Binns one of your operators?

Mr. MARCONI. Yes; he was.

Senator SMITH. Was he one of your operators when the *Republic* went down?

Mr. MARCONI. He was.

Senator SMITH. Might not the fact that he received money for his story of that disaster have influenced these operators somewhat in their course?

Mr. MARCONI. Frankly, I should say no.

Senator SMITH (aside). Officer, I want Mr. Cottam to step outside of that door while I am directing this inquiry to Mr. Marconi.

Mr. MARCONI. Frankly, I should say not. Mr. Binns has received a great deal of notoriety, and has benefited himself by the fact of his having been on board the *Republic* and on duty on that occasion. I might say that he is still employed in writing newspaper articles and magazine articles about operators, and the sea, and ships, and things of that kind, which have absolutely nothing to do with the actual facts of the loss of the *Republic*. It seems to me that the public

interest, or the newspaper interest, becomes so great when an individual finds himself placed in the position of these men, that whatever they say that has a public interest is paid for by these enterprising American journals.

Senator SMITH. I am going to ask you one further question. You, being the leading and most active figure in the field of wireless telegraphy, probably the most prominent man in the world in that work, and your offices being in every part of the world and on most of the ships of the sea, I ask you whether from the developments of this inquiry you do not feel that it is incumbent upon you to discourage that practice; indeed, to prevent it altogether, so far as you are able?

Mr. MARCONI. Certainly; I am entirely in favor of discouraging the practice, and I naturally give very great weight to any opinion expressed by the chairman of this committee.

Senator SMITH. You have other telegrams there, and that we may not omit from the record anything that ought to be in it, I desire to ask you to read such as you ought to read and to file such as you consider it unnecessary to read.

Mr. MARCONI. The first is a telegram dated April 15, 1912, transmitted at 10.26 a. m., addressed to “Marconi Station, Cape Race, Newfoundland.”

Keep us advised *Titanic*.

MARCONI CO. OF AMERICA.

Another message, also dated April 15, 1912. Time sent, 8.46 a. m. Addressed, “Marconi Station, Camperdown, Nova Scotia.”

Get us quick information condition *Titanic*. Answer this office.

INOGRAM.

That is the code signature of the Marconi Co. of America.

Another message, dated April 16, 1912, marked “Rush.” This was sent at 8.06 a. m., and addressed to “Marconi Station, Camperdown, Nova Scotia.”

Wire present position *Carpathia* and *Olympic* or where you think they are.

MARCONI CO.

Senator FLETCHER. You got no replies to either of those messages?

Mr. MARCONI. I got no replies.

Another message, dated April 16, 1912, and marked “Rush,” addressed to “Marconi Station, Camperdown, Nova Scotia.”

Franklin, White Star, desires know why they are not receiving messages from *Carpathia*. Rush answer.

MARCONI CO.

Senator FLETCHER. What time was this?

Mr. MARCONI. It was sent at 3 p. m., April 16.

Senator SMITH. Tuesday?

Mr. MARCONI. Tuesday. I will read the message again.

Franklin, White Star, desires know why they are not receiving messages from *Carpathia*.

Senator SMITH. This is directed through your Nova Scotia station?

Mr. MARCONI. Through the station at Camperdown, Nova Scotia.

Senator SMITH. From where was it sent?

Mr. MARCONI. It was sent from New York.

Another message is dated April 16, 1912. Time sent, 4 p. m. Addressed to "Marconi Station, Cape Race, Newfoundland."

Can you give us any information of the *Californian*; has she any passengers?

MARCONI Co.

Another message, dated April 16, 1912, addressed "Marconi Station, Cape Race, Newfoundland."

Franklin, White Star Line, desires to know why they not receiving messages from *Carpathia*. Rush answer.

MARCONI Co.

Another message, dated April 16, 1912. Time sent, 3 a. m. Addressed to "Cowden, Siasconset, Mass."

If you have any names of passengers on *Carpathia* rush here.

MARCONI Co.

Senator SMITH. I understand that you received no replies to these messages?

Mr. MARCONI. I think there was a reply to some of them.

Senator SMITH. Have you any replies? If so, please read them in connection with the messages.

Mr. MARCONI. I am sorry to say I have not the replies with me.

Senator SMITH. If there are replies to any of those messages I should like to have them.

Mr. MARCONI. You will certainly have them. I will telegraph for them if they are not here. I have a very few more to read, but some of them may be material, and I will ask your indulgence.

Here is another message, dated April 16, 1912. Time sent 8.15 a. m. Addressed to "Marconi Station, Cape Race, Newfoundland."

Can't you inform us *Virginian's* position or whether she has any *Titanic* passengers. Rush.

MARCONI Co.

I wish to call the attention of the committee particularly to this message, in view of the fact that it shows that the company had no intention of keeping the news exclusively for one paper. It was sent April 16, 6.50 p. m. Marconi Station, Siasconset, Mass.

Fitting tug with plain set sailing from Newport Wednesday morning chartered by New York American. Binns and Elenschneider aboard. Theirs will be all collect. Give them good attention. Call letters "JB." Stop. Wave will probably be short.

MARCONI Co.

The same message, the same words, were sent to the Marconi Station at South Wellfleet, Mass.; it is as follows:

Fitting tug with plain set sailing from Newport Wednesday morning chartered by New York American. Binns and Elenschneider aboard. Theirs will be all collect. Give them good attention. Call letters "J. B." (advise Siasconset). Stop wave will probably be short.

MARCONI Co.

Another message dated April 17, 1912. Time sent 12.37 p. m. Addressed to Christenson, Marconi Station, South Wellfleet, Mass.

Is *Carpathia* in communication with Cape Cod or Siasconset?

MARCONI Co

A further message, April 17, sent at 9.40 p. m. Addressed to Cowden, Siasconset.

Do all possible, ascertain if Astor on *Carpathia*.

F. M. SAMMIS.

A further message of April 17, sent at 6.26 p. m., addressed to “Ward, Marconi station, Sagaponack,” Text:

Tug *Salutation* call K fitted coil plain aerial leaving New London.

MARCONI Co.

I also call attention to the following message, dated April 17, sent at 4.34 p. m., addressed to “Marconi station, Seagate, New York.” Text:

South Wellfleet, Siasconset, Sagaponack, and Seagate will handle *Carpathia's* business exclusively. All other commercial and Government stations will cease transmitting while *Carpathia's* business is being exchanged with the above-mentioned stations. No work other than *Carpathia's* and business from Government ships going to meet *Carpathia* will be permitted.

MARCONI WIRELESS TELEGRAPH CO. OF AMERICA.

Senator SMITH. What was the date of that message?

Mr. MARCONI. The 17th of April. The time, 4.34 p. m.

Senator SMITH. That was Wednesday?

Mr. MARCONI. That was Wednesday.

Senator SMITH. At 4.34 p. m.?

Mr. MARCONI. Yes, sir.

Senator SMITH. Is that what you call a “silence injunction”?

Mr. MARCONI. I should call it an instruction to direct any station that had no business to be working in connection with the *Carpathia* not to interfere. This also stated that privilege or precedence should be given to *Carpathia's* business and to the business of Government ships going to meet the *Carpathia*. I think these instructions are very definite.

Senator SMITH. Government stations were all silenced, and South Wellfleet, Siasconset, Sagaponack, and Seagate were left free to do business with the *Carpathia*?

Mr. MARCONI. Yes, sir; and with the Government ships.

Senator SMITH. These stations were left free to do business with Government ships?

Mr. MARCONI. Yes, sir. I think, as I stated before, that an arrangement had been arrived at between us and the Government for the purpose of expediting the receipt of any news.

Senator SMITH. Yes; but no work other than the *Carpathia's* business from Government ships going to meet the *Carpathia* was to be permitted. That says “from” Government ships. Is that a limitation on their right to receive messages?

Mr. MARCONI. No, sir; it was intended that any communication to or from Government ships might be had.

Senator SMITH. It does not say that. It says “from Government ships going to meet the *Carpathia*.”

Mr. MARCONI. I think it would be understood the way I state it.

Senator SMITH. It was intended they should have the right to communicate as well as to receive?

Mr. MARCONI. Certainly; it was intended that way. I have here a further message, dated April 18, 1912, sent at 1.25 p. m., addressed to “Sam Small, tug *Mary Scully*, call ‘JB.’ ”

Transfer at once Jack Binns to *Carpathia*; also Hawley and Dunn. *Carpathia* operator exhausted.

(Signed) McGRATH and SAMMIS.

Senator SMITH. What date is that?

Mr. MARCONI. April 18.

Senator SMITH. Thursday?

Mr. MARCONI. Yes.

Senator SMITH. Do you know about what time of day that was?

Mr. MARCONI. 1.25 p. m.

A further message, dated April 18, 1912, time sent blank, addressed to “Ward, Sagaponack,” reads as follows:

Endeavor learn for me if Isadore Straus or wife aboard.

SAMMIS.

Senator SMITH. What date is that?

Mr. MARCONI. April 18, but no time mark.

Senator SMITH. That indicates you had in your possession no information whatever regarding the loss of Mr. and Mrs. Straus up to the day the *Carpathia* reached New York?

Mr. MARCONI. Yes, sir.

Here is a further message dated April 18, 1912; time sent, 1 p. m.; addressed to Ward, Sagaponack. Text:

Personal for me. Make every effort learn if Chas. M. Hays, Grand Trunk president, on *Carpathia*. Wire me quick.

SAMMIS.

Senator SMITH. That is the same date?

Mr. MARCONI. That is the same date, sir.

I have also a further message dated April 18, 1912; time sent, 12.10 p. m., to Cowden—this is spelled “C-r-o-w-d-e-n,” but I am sure it should be “C-o-w-d-e-n,” Siasconset. Text:

Rush definite information whether Astor, Butts, or Guggenheim on *Carpathia*.

MARCONI CO.

Senator SMITH. What is the hour and date?

Mr. MARCONI. Eighteenth of April, 12.10 p. m.

I have also a further message which, on this copy, has not a date; time sent, 10.52 a. m.; addressed to Marconi Station, Sable Island, Nova Scotia. The text:

Franklin, White Star Line, wishes know if his message to *Carpathia* requesting names of remaining additional survivors and crew was delivered; if not try rush delivery and obtain reply.

INOGRAM.

Senator SMITH. If I recollect it, the list of survivors that came by wireless was transmitted by way of the Cape Race Station?

Mr. MARCONI. I believe so. I do not remember.

Senator SMITH. Am I right that Mr. Bride was the operator who sent those names? Did you send those names, Mr. Bride?

Mr. BRIDE. Yes, sir.

Mr. FRANKLIN. Those were only the names of the first and second class passengers, Senator Smith.

Senator SMITH. The names of the third-class passengers came by way of the *Chester*. Did you send those, Mr. Bride?

Mr. BRIDE. I sent those; yes, sir.

Senator SMITH. I want to know, Mr. Marconi, how you account for your inability to get any reply from the *Carpathia* to these numerous messages sent by the chief officers of the Marconi Co. between Monday, the day the *Carpathia* started with those survivors to New York, and Thursday night, up to the landing of the *Carpathia* in New York?



Mr. MARCONI. I have no explanation to give, except I believe the operators were busy all the time transmitting messages from the survivors which were on the *Carpathia* to their families. I do not know whether the captain of the *Carpathia* had any reason or any intention not to transmit information which he had.

Senator SMITH. I do. I know that the captain did not have any such disposition or desire and that he officially disclaimed to me personally any responsibility therefor both on the night I talked with him on the *Carpathia* upon her arrival, and, I think, in the testimony given by him the following day.

Mr. Marconi, if, as a matter of fact, the wireless operators on the *Carpathia* were busy transmitting other business, indeed, so busy that they could not answer messages from the managing officers of your company, which employed them, is there not some means of ascertaining that fact definitely by checking up their accounts and reports made to your company of the exact business they did during those four days?

Mr. MARCONI. Yes; but that would require time, in consequence of the fact that the *Carpathia* left with all records of the messages received on the *Carpathia* and transmitted from the *Carpathia*. I have no knowledge whether some of these messages which were sent to shore stations for transmission to the *Carpathia* were received on the *Carpathia* or not.

Senator SMITH. According to the testimony of Mr. Cottam, he was so weary from constant vigil that he fell asleep at his post of duty, and I have been unable to discover any great amount of business that was transacted between Monday and Thursday by the operators. I know they did some business, but just how busy they were with outside messages is not very clear to me. If there is any method by which your office can find out just how much business was done and with whom it was transacted, I shall appreciate it if you will get that information for us. For instance, if Mrs. Widener or Mrs. Thayer or Mrs. Astor or any of the other women who were aboard the ship had naturally wanted to communicate with their homes here, or all of the passengers, for that matter, and the wireless operators had been doing that business for the passengers, the public would have had the tidings from those sources; and your messages indicating solicitude about the presence of Mr. Hays aboard the *Carpathia* and these other gentlemen right up to Wednesday, indicate that their relatives were not advised either in Canada or in this country.

I do not want to leave any uncertainty about this wireless feature of this catastrophe, because I think it goes squarely to the crux of this whole matter, following the collision; and your disposition to help clear it up I appreciate. But I do not want to leave it in just the shape it is in now. Were you going to say something, Mr. Sammis?

Mr. SAMMIS. I handled the messages for the vice president of the Grand Trunk Railway and for Mr. Astor, and would have handled them for anybody else who had come to headquarters in order to obtain help, and I would say that both Mr. Kelly and—I have forgotten the other vice president of the Grand Trunk—

Mr. MARCONI. Mr. Hays.

Mr. SAMMIS. Mr. Hays, of the Grand Trunk—said that the whole Pacific coast and Canada were waiting for confirmation of the news which they had received by the Canadian station that Mr. Hays was



not on board. By means of this message which has been read to you I obtained confirmation of news which they already had. That also applies to the Astor family.

Senator SMITH. I am not inquiring particularly about individuals.

Mr. SAMMIS. I mean that all these people had received word before, and I have learned since the *Carpathia* arrived that messages were being handled at the rate of 40 and 50 an hour, sometimes, and that probably not less than 4,000 or 5,000 words of urgent personal telegrams from the survivors of the *Titanic* were handled, and we have copies of such messages.

Senator SMITH. From what stations?

Mr. SAMMIS. The four stations that have been named.

Senator SMITH. Sent to the *Carpathia* or from the *Carpathia*?

Mr. SAMMIS. Mostly from the *Carpathia*. The *Carpathia* would not—or did not, apparently—wish to accept any messages to him, because he considered, and rightly so, I think, that these had a prior right; that the people who were most directly concerned and who were in the greatest anguish were the people who had survivors on board the *Carpathia*, and they wanted to know that they were safe. I think these messages were not made public to any degree. I have not as yet seen one complaint from any survivor on the *Carpathia* about his inability to get messages ashore.

Senator SMITH. It appears from Mr. Franklin's testimony that the White Star offices were crowded all day with persons seeking information from people on board.

Mr. SAMMIS. I think that could be very easily accounted for by the very example I have noted, that the Grand Trunk officials had had two messages that Mr. Hays was not on board, but they still wanted one more word in order to make sure.

Mr. MARCONI. I think I have replied to the question. I want to say something in regard to this, if I may. I have spoken to the operator Bride since he arrived and he told me that several hundred messages—400 or 500 messages—had been transmitted from the *Carpathia* and acknowledged by the land stations. They were all messages to relatives of the survivors or to relatives of those who had perished.

Senator SMITH. How can we ascertain whether any messages were transmitted by Mr. Ismay to the *Olympic* from the *Carpathia*, and from the *Olympic* to the White Star offices at Liverpool? Is there any way to ascertain those facts?

Mr. MARCONI. The only way is to go through the records of the messages of these ships. I am assuming that I am practically before a court of law and bound to give up these messages. There is something in the English law which prevents disclosing messages.

Senator SMITH. I do not think you are committing any offense by giving them up.

Mr. MARCONI. Yes; I have gone on that assumption as to every message I have got hold of here in America; I have produced every material message.

Senator SMITH. How can we ascertain what messages were sent by telephone from New York to Montreal, and from Montreal to Cape Race, or Nova Scotia stations, and then to the ship?

Mr. MARCONI. I think as to the telephone messages you can only have the testimony of those who sent them. But the messages sent

to the ship should be recorded on the proper forms. Of course I am prepared to admit, perhaps due to the fact that the operators were exhausted and tired on the *Carpathia*, that some of the messages may not have been recorded. I do not say they were not, but they may not have been. In the ordinary course of events, however, they should be all recorded, and I have no reason to believe they were not recorded in this instance.

Senator SMITH. Do you not regard it as a little singular, to say the least, that the sinking of the *Titanic* should not become known at the White Star offices until they received official information of the fact from Capt. Haddock of the *Olympic* well on toward midday on Monday?

Mr. MARCONI. It doubtless appears strange to one not acquainted with the exact facts; but if the facts as they have been reported to me are correct, a very easy explanation can be given.

Senator SMITH. All right.

Mr. MARCONI. The *Carpathia*, I understand, reached the position of the disaster early in the morning and picked up the survivors. Its wireless installation was not powerful enough to reach shore stations in such a manner as to transmit accurate messages. What is the ship you mentioned, the *Olympic*?

Senator SMITH. I mentioned the *Olympic* because that seemed to be the source from which this information came to Mr. Franklin.

Mr. MARCONI. The *Olympic* heard of the accident, and by means of her more powerful installation was able to transmit it, I believe, to Cape Race. But, so far as I know, the *Olympic* did not send this message until late in the afternoon, or at least midday.

Senator SMITH. Suppose the *Olympic* were between Cape Race and the *Carpathia*, and only about 300 miles from the *Carpathia*, do you not think that the *Olympic* might have been utilized by the *Carpathia* to have given information?

Mr. MARCONI. I have no report of what actually happened, but I should say 300 miles was a little too great a distance for the *Carpathia* to accurately transmit messages to the *Olympic*.

Senator SMITH. What wave length were they using on the *Carpathia*?

Mr. MARCONI. I do not know; but they must have been using one of the authorized wave lengths.

Senator SMITH. They were using the 600-meter wave length?

Mr. MARCONI. Yes, sir.

Senator SMITH. And that 600-meter wave length ought to have put them in touch with a station 300 miles away?

Mr. MARCONI. Not necessarily. It depends on the power behind that wave length.

Senator SMITH. From the messages received and picked up from time to time by the *Californian* and by the *Frankfurt* their apparatus was working fairly well.

Mr. MARCONI. Yes; I think it was; but I beg to recall that the captain of the *Carpathia*, the operators, and myself, I think, have already testified that the maximum reliable range of the wireless outfit on the *Carpathia* was 200 miles.

Senator SMITH. Yes; that was the reliable range; but in the night time that range could be exceeded, with 600-wave length, by considerable?

Mr. MARCONI. Yes; but not in a reliable manner. You could not always rely at night upon sending farther than 200 miles, although on occasions you might transmit messages 500 miles.

Senator SMITH. Suppose I am able to demonstrate that, as a matter of fact, using 600-wave length, it was recorded 500 miles from this place; then what would you have to say about it?

Mr. MARCONI. I should say that was under exceptionally favorable circumstances.

Senator SMITH. But not very unusual?

Mr. MARCONI. I do not understand what you mean by unusual.

Senator SMITH. I mean so extraordinary as to excite surprise upon your part.

Mr. MARCONI. No; not so unusual as to excite surprise, but I should say it was a condition of things that occurs perhaps once, perhaps three or four times during each night, as a rule.

Senator SMITH. You can understand, Mr. Marconi, I do not like to seem to be so minute or to press you so hard; but holding in my hand a telegram signed “White Star Line,” dated at 8.27 the evening following the sinking of the ship and saying—

*Titanic* proceeding to Halifax, passengers will probably land there Wednesday all safe”

I am admonished to find out if possible, and am determined to do it, upon what that information was based.

Mr. MARCONI. I am at your disposal to help you to the best of my ability.

Senator SMITH. If there are any replies to any of these messages you have filed, we would like to have them.

Mr. SAMMIS. Some replies were received with reference to the stations with which the ship was in communication, but no news of any importance was obtained.

Senator SMITH. I should like to see the replies, if they were replies to these messages or replies to the messages picked up by the Navy Department at their station, which are already in the record and with which you are familiar.

Mr. SAMMIS. I might say that one reply contained the list of survivors, which I believe was received at the same time that the White Star Co. received it. I know we showed it to them and they looked it over and thought it was about the same as they already had.

Senator SMITH. You say, Mr. Marconi, that arrangements were made to let a tugboat put representatives of the New York American, and Mr. Binns, on board the *Carpathia*. Did you personally have any arrangement with the New York American of any kind?

Mr. MARCONI. None whatever, and I did not know anything of it.

Senator SMITH. Had your office any arrangement?

Mr. MARCONI. Apparently, my office had.

Senator SMITH. Do you know what that arrangement was?

Mr. MARCONI. No; I do not.

Senator SMITH. What position does Operator Binns hold with your company?

Mr. MARCONI. I believe he does not hold any position.

Senator SMITH. Do you know what he is doing now; I mean what his vocation is.

Mr. MARCONI. I think he is engaged in journalistic work.

Senator SMITH. Have you said all you think you can say to throw any light upon this inquiry?

Mr. MARCONI. So far as it occurs to me, yes. I should like permission to correct a slight error in the record, made, perhaps, by the stenographer by reason of my pronunciation, which changes the sense of one of my answers.

At page 1217 of the testimony given on the sixth day, April 25, at the top of the page, my answer says, that I am consulted with regard to all technical details concerning operators installed on ships generally. It should read “concerning apparatus installed on ships generally.”

Further down, on the same page, in the same answer, it reads:

For the business details, and for the general management of the company, there is a managing director or general manager, who attends to all the work of engaging operators and engaging with shipowners.

That should read—

and negotiating with shipowners.

There are slight slips in the record, in addition to that, but they do not change the sense of the answers and they are more or less obvious.

Senator SMITH. There is no confusion over Mr. Binns, as I understand. He is the same man who was the operator on the *Republic* at the time of the *Republic* disaster?

Mr. MARCONI. Yes, sir.

Senator SMITH. Is that all?

Mr. MARCONI. Yes; if you will allow me to state, I will say that I propose sailing for England to-morrow. I can stay in Washington until perhaps 2 or 3 this afternoon, but it is very important for my business that I should be able to go over to England, and therefore I wish to inform you of my intention of doing so.

Senator SMITH. I asked for certain information from your company the other day in New York, when you were on the stand, and you said you would furnish it.

Mr. MARCONI. I have taken steps to obtain it.

Senator SMITH. And I may rely on Mr. Bottomley or Mr. Sammis?

Mr. GRIGGS. You can rely on me, Mr. Chairman. Mr. Marconi could not do it any better than these other gentlemen.

Mr. MARCONI. Of course I shall be at your disposal so far as I can be in England in obtaining anything you desire.

Mr. GRIGGS. In that connection, Mr. Chairman, you will bear in mind that these private messages that were received, sent from the *Carpathia*, are protected by law. We are precluded by the law from disclosing such messages, and there is a penalty provided for telegraph operators who disclose them. Whether there is a penalty against the wireless company or not I do not know.

Such messages should not be disclosed unless it is necessary. We can state how many were received and all that.

Senator SMITH. I quite agree with you, Governor, that there is a penalty for disclosing a telegram, but I do not agree that there is any penalty or any jurisdiction that will hold you responsible for giving us wireless messages received at sea.

Mr. GRIGGS. You understand, Mr. Chairman, that the wireless messages received at sea were received on the *Carpathia*.

Senator SMITH. Exactly.

Mr. GRIGGS. She is a foreign ship, in foreign waters, and it is impossible for us to produce those messages now.

Senator SMITH. I understand that.

Mr. GRIGGS. Nor do I know that we have any compulsory process to produce them. They are not under the jurisdiction of the American company——

Senator SMITH. I have not asked for any compulsory process on the *Carpathia* or its officers; but I have had the voluntary promise of the Marconi Co. that those messages would be produced, and if they can be, you say you will produce them?

Mr. GRIGGS. If the chairman will state now, or subsequently, exactly what he wants, so far as the law and circumstances permit it, if we can do it compulsorily we will; if we can do it diplomatically we will.

Senator SMITH. The committee would like any answers received by the Marconi Co., or any constituent company, to the messages that have already been put in evidence. We would like the volume, and so far as practicable the contents, of any messages sent from the *Carpathia*, after the accident, to the officers of the Marconi Co. We would like any communications received by the Marconi Co., or any of its stations, signed by Mr. Ismay, or his code signature, or by Mr. Franklin or his code signature, and by any other officers of the White Star Co. or the International Mercantile Marine Co., bearing in any way upon the accident which resulted in the sinking of the *Titanic*. Do I make myself clear?

Mr. GRIGGS. Yes. I beg to say that all service messages, that is, to the officers of the Marconi Co., will be produced, but they will have to be collected from these various stations where they have been received. So far as messages from Mr. Ismay to the White Star Line and other messages of that kind, which come within the class of “private” are concerned, I beg now to call attention to the articles of the international convention, which bind the parties to take all necessary measures for the purpose of insuring the secrecy of the correspondence and its safe transmission; and as to those matters the company will have to take into consideration the legality and propriety of producing such messages, if they have them.

Senator SMITH. I think I understand you; but I desire the record to show that the United States Government is not yet a party to the Berlin convention.

Mr. GRIGGS. That is a telegraph convention——

Senator SMITH. This applies to the Berlin convention?

Mr. MARCONI. This article applies to the wireless convention as well; yes.

Senator SMITH. It applies to both?

Mr. MARCONI. Yes.

Senator SMITH. I will complete what I was going to say. I desire the record to show that the United States Government is not yet a party to the Berlin convention, and, while the treaty has been ratified by the Senate, there has been no exchange of ratifications up to this time, and consequently the United States is at this time in no manner bound, nor the jurisdiction of the committee limited, by that treaty.

That is all, Mr. Marconi, and I thank you for coming here.



Mr. MARCONI. I thank you, Mr. Chairman and gentlemen.

Mr. GRIGGS. Any messages, if there were any—and that I do not know—to Mr. Ismay or the White Star Line from the *Carpathia*, would have been received at some wireless station and forwarded by telegraph. Certainly the laws of this country forbid the disclosure of those voluntarily, as I understand it.

Senator SMITH. Do you hold that it would prevent the disclosure of the entire communication, or that part of it which reaches our jurisdiction when it reaches the shore telegraph office?

Mr. GRIGGS. When it reaches the wireless office for transmission, you mean?

Senator SMITH. Yes.

Mr. GRIGGS. I say that I would have to take that under advisement. I shall advise the company, as its general counsel, to do whatever the law will permit to favor the wishes of the committee. Beyond that I should advise them, if it is contrary to law, that they could not do it.

Senator SMITH. That is all we ask.

Mr. FRANKLIN. I have been authorized by Mr. Ismay to say that he would be quite willing, if it would facilitate matters, to have any wireless telegraph company, any other telegraph company, or any cable company—and you can authorize them—expose either any message sent or any message received by Mr. Ismay at any time during the accident or after the accident, and the same statement is made for the International Mercantile Marine Co. or the White Star Line and myself personally; so we open the gates wide, so far as that is concerned.

Mr. GRIGGS. In view of that statement, I am absolved entirely, I presume.

Senator SMITH. That makes the matter very easy for us, and we will ask for such messages as we want or need.

Mr. GRIGGS. We will give at once to the different stations orders to send copies of all these messages, and will report them to the committee as soon as we can collect them. I should imagine you would like to have them all together and not have them produced in installments.

Senator SMITH. We should like to have them as soon as possible.

I desire the record to show the following telegram:

BREMEN, April 29, 1912.

ALDEN SMITH,

Chairman Senate Committee Investigating Titanic Disaster, New York:

First advice from *Titanic* about collision 10.40 evening, New York time, 39° 47' N., 52° 21' W. *Frankfurt* took position to *Titanic* after 30 minutes maximum speed 13 miles total distance 140 miles arrived 9.20 morning New York time.

HATTORF,

Commander *Frankfurt*.

I would like to have the record show that this position of the *Frankfurt* practically agrees with the testimony that has been submitted to the committee, there being a discrepancy of only about 10 miles in any event in the position here taken.

Mr. Sammis, will you take the stand and be sworn?

## TESTIMONY OF MR. FREDERICK M. SAMMIS.

The witness was sworn by Senator Smith.

Senator SMITH. Will you give your full name and address?

Mr. SAMMIS. Frederick Minton Sammis; 143 Mount Prospect Avenue, Newark, N. J.

Senator SMITH. And your business?

Mr. SAMMIS. I am chief engineer of the Marconi Wireless Telegraph Co. of America.

Senator SMITH. State your age, please.

Mr. SAMMIS. I will have to figure it; it is something I can never remember. I was born in 1877, anyway.

Senator SMITH. You are chief engineer of the Marconi Co.?

Mr. SAMMIS. Yes, sir.

Senator SMITH. How far does your jurisdiction extend?

Mr. SAMMIS. I do not know that I quite understand the question as put.

Senator SMITH. How extensive is your jurisdiction? What is your authority, and over what territory are you supposed to act?

Mr. SAMMIS. With respect to our territory, the American Co. has jurisdiction over the United States and its possessions, and on American registry ships only. My part of the business is to see that the ships are properly fitted, and the land stations are kept in good working order, and, generally, I have to do with the technical side of the business, not the traffic; we have a separate manager for that.

Senator SMITH. Are you an officer of the British Marconi Co.?

Mr. SAMMIS. No, sir.

Senator SMITH. Or the Marconi Co. in any other country?

Mr. SAMMIS. No, sir.

Senator SMITH. Have you anything to do with Mr. Marconi's personal arrangements with the Government of Italy?

Mr. SAMMIS. No, sir.

Senator SMITH. So that your part of the work is such as you have just described?

Mr. SAMMIS. Yes, sir.

Senator SMITH. Where were you when the accident happened to the *Titanic*?

Mr. SAMMIS. In bed, asleep.

Senator SMITH. In New York?

Mr. SAMMIS. In Newark.

Senator SMITH. When did you first learn of this accident?

Mr. SAMMIS. My best recollection is that it was the next morning when I got into the office. I discovered I had carried the paper in my hand all the morning, with news of the accident in it, and I had not noticed it.

Senator SMITH. What paper did you have in your hand?

Mr. SAMMIS. The New York Times.

Senator SMITH. What time did you reach your office?

Mr. SAMMIS. I should think it was about half past 9, my usual time.

Senator SMITH. You reached your office before you heard of this accident?

Mr. SAMMIS. Yes, sir. I may say I had some very important business with a fellow passenger, or I should not have done so.



Senator SMITH. That does not indicate the indifference of your place of residence to incidents going on in the outside world, does it?

Mr. SAMMIS. Hardly. I think I ought to be allowed to explain that we were looking for a trans-Atlantic site, and I had arranged with one of my men to meet me at my home that morning and to send him down to the county clerk's office in New Brunswick, and we were discussing this matter, and I took my paper and put it in my pocket, and we were still discussing it when we got to the office, and for that reason I did not open my paper or read it.

Senator SMITH. It did not take you very long after you arrived at your office to discover something had happened in the world, did it?

Mr. SAMMIS. No, sir; it did not.

Senator SMITH. What did you find there?

Mr. SAMMIS. I was told the *Titanic* had struck an iceberg, I believe. I heard of the accident by some means or other, I think probably from Mr. Bottomley. Of course, the office was all astir with it as soon as I got in.

Senator SMITH. Did you find many people there looking for information?

Mr. SAMMIS. I do not think there were many people there that morning at that time.

Senator SMITH. Did you remain at the office during the day?

Mr. SAMMIS. I do not think I left it very much for the next five days.

Senator SMITH. Up to the time of the arrival of the *Carpathia*?

Mr. SAMMIS. Yes. I did go home, but not any longer than I felt absolutely necessary.

Senator SMITH. While you were at the office were you bestirring yourself about the business of the company?

Mr. SAMMIS. Disturbing myself?

Senator SMITH. Bestirring yourself.

Mr. SAMMIS. Yes, sir; always; normally so.

Senator SMITH. Did you have occasion to send any message yourself to the *Carpathia*?

Mr. SAMMIS. Not that I remember. Some of the messages which Mr. Marconi has already offered in evidence, I think, were sent at my request and by my judgment, together with that of Mr. Bottomley. I knew they were sent.

Senator SMITH. I will come right to the point and ask you whether the following message, which was intercepted by the chief wireless operator, J. R. Simpson, chief electrician United States Navy, is familiar to you:

8.30 P. M.

To Marconi officer, *Carpathia* and *Titanic*:

Arranged for your exclusive story for dollars in four figures. Mr. Marconi agreeing. Say nothing until you see me. Where are you now?

J. M. SAMMIS, *Opr. C.*

Mr. SAMMIS. I only know about that exact message from what I have read in the newspapers.

If you will allow me, I will describe this unpleasant business, because it is unpleasant, as it has brought upon me a country-wide publicity that I little desire, and has pointed the finger of scorn at me by my neighbors, simply because in their estimation, either intentionally or otherwise, the date and time of these messages, when they were

first published, at any rate, were not disclosed. In the second place because it has not been stated, I believe, thus far, that at 8.30 the ship was either across the end of her pier or nearly so.

I sat in my office at 8.10 on that night and was told by the operating department that the ship had passed the Narrows, and the Seagate Station itself is at the Narrows, New York Harbor.

It is not my desire to throw onto anybody else any responsibility for the sense of this message. Mr. Marconi did agree that the boys, when they got ashore, should be allowed to sell the report of their personal experiences, which numerous other people on board the ship did. In these days, when corporations are counted as not caring very much about their employees or what happens to them, or what they get, it seemed to me that the men who had been responsible mainly and chiefly for saving 700 lives ought in some way to be recognized substantially.

It was not I who originated this scheme or this arrangement at all. The arrangement was made, however, and the information was telephoned to Seagate Station, which I say is at the Narrows, New York, to explain to these boys. In telephoning that I told them, “I know the boys are exhausted, but give them this news; maybe it will spur them on and make them feel better.” I remember definitely telling them that.

Senator SMITH. With whom were you talking at that time?

Mr. SAMMIS. To Mr. Davidson, the man temporarily in charge of Seagate station. He is not regularly in our employ, but was sent there because he was an expert operator and one of the best men we have ever had. But he was not regularly under our control. He was sent there, and we made use of his services, and he handled the wireless entirely. I have a statement from him, and he made an affidavit, that messages about which so much noise has been made were of his own construction, and that he realizes, as we all do, that they were not gems of English literature, but they were, on the spur of the moment, instructions to the men, carrying out and explaining to them the arrangements which had been made.

Senator SMITH. We are not passing upon the literary character of these productions.

Mr. SAMMIS. I do not think I ought to be——

Senator SMITH (interposing). And the work of digging into the story you are telling has not been entirely pleasant to me. But these messages were picked up and transmitted to me by the Secretary of the Navy, and they bear your signature, and I would like to know whether or not you are responsible for that injunction of secrecy to the operators of the *Carpathia*?

Mr. SAMMIS. There was no injunction of secrecy whatsoever, except with respect to their actions after they got ashore.

Senator SMITH. I will read one. “Seagate to *Carpathia*, 8.12.” Do you know what time the *Carpathia* passed quarantine?

Mr. SAMMIS. I was told that night that she passed the Battery at 8.10. I have not verified that. She was certainly very close, however.

Senator SMITH. As a matter of fact, she did not land until 9.30?

Mr. SAMMIS. You mean the passengers did not land?

Senator SMITH. No; I mean the boat was not made fast to the Cunard Dock until 9.30. Am I right, Mr. Franklin?

Mr. FRANKLIN. Yes.

Mr. SAMMIS. I should say that half an hour, or 45 minutes, possibly, would be consumed in coming from the Battery up to the pier, in the slow way they usually go.

Senator SMITH. Here is a telegram which was intercepted by the Navy Department.

Mr. SAMMIS. May I interrupt to say that the one you have already quoted is quite evidently erroneously copied. The initial, you may note, is not correct. The words after the signature have absolutely no meaning to me. I say those are self-evident facts to anybody. I did not know what these messages contained until I read them in the paper.

Senator SMITH. I will proceed:

*Seagate to Carpathia:*

8.12 P. M.

Say, old man, Marconi Co. taking good care of you. Keep your mouth shut and hold your story. It is fixed for you so you will get big money. Do your best to clear.

Do you know anything about that message?

Mr. SAMMIS. Only what I have already stated. I read it in the paper.

Senator SMITH. And you disavow all responsibility for it?

Mr. SAMMIS. No; I do not. I telephoned the information to Seagate—I have already stated that—that such an arrangement had been made with reference to the boys' stories after they got ashore. It is quite evident that in the vernacular of the wireless men the last few words which you have just quoted were sent in response to my injunction that perhaps this would spruce the boys up a little bit, and make them feel happy, and they would clear their traffic. That is what is meant by the sentence: “Do your best to clear.” In other words, “Get your messages off, all you have, hurriedly.”

Senator SMITH. He could not have been at the dock at that time, or that could have been sent to him personally.

Mr. SAMMIS. I understand that the man was found telegraphing after he was tied up to the pier, absolutely unconscious of the fact that he had arrived there.

Senator SMITH. Which operator?

Mr. SAMMIS. Mr. McBride.

Senator SMITH. But Cottam, the regular operator of the *Carpathia*, left the ship immediately when she arrived, did he not?

Mr. SAMMIS. I understand so; yes.

Senator SMITH. Did he do that in obedience to your request to meet you at the Strand Hotel?

Mr. SAMMIS. He probably did; yes.

Senator SMITH. Why did you want him to meet you?

Mr. SAMMIS. Simply so that he could get in touch with the New York Times reporter, with whom the arrangement had been made, and give him the story.

Senator SMITH. Then we may presume the arrangement he made with the Times and carried out was with your consent?

Mr. SAMMIS. With the consent of the company, Mr. Marconi, and Mr. Bottomley, as well. I simply passed along the arrangement which had been made.

Senator SMITH. But with your consent?

Mr. SAMMIS. Yes. I had not very much to say. He did not need my consent.

Senator SMITH. With your concurrence?

Mr. SAMMIS. With my approval; yes, sir. My unofficial approval.

Senator SMITH. Did he meet you at the Strand Hotel, or was he to meet you?

Mr. SAMMIS. No.

Senator SMITH. Were you there?

Mr. SAMMIS. I was at the Strand Hotel; yes. That was the headquarters of the New York Times.

Senator SMITH. Five hundred and two West Fourteenth Street?

Mr. SAMMIS. Yes, sir.

Senator SMITH. Whom did you go there to meet—Mr. Cottam?

Mr. SAMMIS. I went there to meet the operators; yes.

Senator SMITH. To meet Mr. Cottam?

Mr. SAMMIS. Not Mr. Cottam any more than Mr. Bride, particularly, but to meet both of them.

Senator SMITH. Did you go to the side of the *Carpathia* at all when she docked?

Mr. SAMMIS. Yes.

Senator SMITH. At what time?

Mr. SAMMIS. I have not the least idea. It took me 45 minutes to get across the street. At the time I got to the *Carpathia* I lost all sense of time. I should say, roughly, it might have been a couple of hours after she had docked.

Senator SMITH. Did you find Mr. Bride there?

Mr. SAMMIS. Yes.

Senator SMITH. But had you seen Mr. Cottam in the meantime?

Mr. SAMMIS. No.

Senator SMITH. Did you go to the Cunard Dock with Mr. Marconi?

Mr. SAMMIS. Yes.

Senator SMITH. Was that the first time he had been there that evening?

Mr. SAMMIS. I assume so.

Senator SMITH. Was he with you at the Strand Hotel?

Mr. SAMMIS. No.

Senator SMITH. Was anybody with you?

Mr. SAMMIS. You could not be in the Strand Hotel that night without having somebody with you. There were Times men and all the other newspaper men.

Senator SMITH. Yes; but who went with you to the Strand Hotel?

Mr. SAMMIS. Nobody.

Senator SMITH. Who left the Strand Hotel with you?

Mr. SAMMIS. One of the Times men; I have forgotten his name.

Senator SMITH. How much was Mr. Cottam, the operator on the *Carpathia*, to get for that story?

Mr. SAMMIS. The Times agreed to pay \$1,000 for the two stories. I do not know how they were going to divide it; I did not interest myself in it.

Senator SMITH. For his and Cottam's story of the loss of the *Titanic*?

Mr. SAMMIS. Yes.

Senator SMITH. With whom was that arrangement made?

Mr. SAMMIS. With the New York Times.

Senator SMITH. I know; but who made it in behalf of these boys?

Mr. SAMMIS. You mean what representative of the Times?

Senator SMITH. No; who made the arrangement on behalf of the company?

Mr. SAMMIS. Well, everybody had something to do with it. I had something to do with it; Mr. Bottomley had something to do with it; it was a general conversation carried on by the New York Times office and our office and Mr. Bottomley's house.

Senator SMITH. Was the contract on the part of the operators completed? Did they give their stories?

Mr. SAMMIS. I think they did.

Senator SMITH. Both to the same paper?

Mr. SAMMIS. I think so.

Senator SMITH. Did they receive their money?

Mr. SAMMIS. I understand they did, and more besides.

Senator SMITH. How much more?

Mr. SAMMIS. I understood they got \$250 more apiece than was promised them.

Senator SMITH. That is, they got \$750 apiece?

Mr. SAMMIS. That is my rough recollection; I did not see the money or handle it, and do not wish to. That is hearsay.

Senator SMITH. In order that we may clear this up as we go along, were you to have any part in this yourself?

Mr. SAMMIS. Absolutely none.

Senator SMITH. Was Mr. Bottomley to have any part in it?

Mr. SAMMIS. Absolutely none.

Senator SMITH. And you have had no part in it?

Mr. SAMMIS. No.

Senator SMITH. Mr. Cottam says he has not yet received his money.

Mr. SAMMIS. Perhaps that is Mr. Cottam's fault. Perhaps he has not been accessible.

Senator SMITH. Is the money being held for him by anybody, to your knowledge?

Mr. SAMMIS. I presume, if anybody were holding it, it would be the Times.

Senator SMITH. Nobody else?

Mr. SAMMIS. I understood Mr. Cottam had received his money.

Senator SMITH. He had not when he was on the stand a day or two ago.

Mr. SAMMIS. I understand that he has since.

Senator SMITH. Were these payments made through yourself or any other officer of the Marconi Co.?

Mr. SAMMIS. I have already stated that I did not see the money, did not expect to, and did not wish to.

Senator SMITH. Do you mean that you did not see a check or an envelope containing the money?

Mr. SAMMIS. I have not taken part in the transaction one iota, one way or the other.

Senator SMITH. Let us clear this up as we go along. I think it is a most distasteful matter to you, as it is to the committee, and I think to the public.

Mr. SAMMIS. I have not done anything I am ashamed of, and if I can clear my record, that the newspapers have impugned, I want to do it, and I am sure you want to help me.

Senator SMITH. Have you done anything in this matter, about which we have just been speaking, that you are very proud of?

Mr. SAMMIS. I have not done anything I am ashamed of.

Senator SMITH. I did not ask you that. I want to know whether you are proud of it?

Mr. SAMMIS. Yes; I am proud of the fact that, being an employer of labor, and being the superior of poorly paid men, or mediumly paid men—men who do not see very much of this world's goods—I will do them a good turn honestly if I can, and that I consider I have done. I know of no law that can forbid a man selling his personal experience, after he comes ashore, and we have no rule by which we could prevent them from doing it.

Senator SMITH. Then am I to understand from what you say that, so far as your opinion goes, this practice to which I am calling attention will be continued?

Mr. SAMMIS. I should consider it very dangerous indeed—and I had intended to bring it to your attention—to forbid them, by some hard and fast rule, which you have indicated, along that line, because the result would be that you would obtain the very results you now have. It would seem only reasonable that if no recognition whatsoever, in standing or financially, should be made of the efforts of these men to get the news off the ships, they would not stir themselves very much to do it. I believe it could be regulated. I believe an error was made. I believe it would have been better to have sent this news to the Associated Press and let them settle with the boys, if they liked. The news then would have had more general distribution, and there would not have been any sore toes.

Senator SMITH. I have not seen any sore toes, and I do not know of anybody who is complaining of any, myself. But do you not think it would have been better to communicate this intelligence to your office, in answer to the numerous inquiries made by Mr. Marconi, from the time of the accident until the arrival of the *Carpathia*, and then disseminate it to the public, that they might be relieved of the anxiety under which they were suffering?

Mr. SAMMIS. With all due deference to the question, my judgment would not be that that was the best course to pursue, for this reason, that the international telegraph convention has already placed itself on record as putting news dispatches last in the list; ship service telegrams first, paid passenger telegrams second, and then press messages.

Senator SMITH. How general is this custom of receiving and accepting money for exclusive stories of sea disasters?

Mr. SAMMIS. I should say it was quite general. I perused the copies of messages from the shore stations. I saw messages from practically every paper in New York City asking practically everybody, from the captain down to the survivors, for exclusive stories. Whether they got them or not I am unable to say, except that I did see in the New York World, on the day after the *Carpathia* arrived, that they had published an exclusive story two hours and a half before the New York Times had theirs on the street.

Senator SMITH. The committee are not very much concerned with that.

Mr. SAMMIS. It demonstrated that there were not exclusive stories.

Senator SMITH. If this custom about which we are talking, and which was followed by Binns, the operator in the *Republic* disaster——

Mr. SAMMIS. But Binns sent his wireless messages from the ship.



Senator SMITH. All right; I do not care where they came from. (Continuing.) If this custom, which was followed by Binns, and which you say is quite general among wireless operators——

Mr. SAMMIS (interrupting). No; pardon me, I did not say quite general among wireless operators; I said it was quite general on the part of papers to endeavor to secure exclusive stories.

Senator SMITH. Is it a recognized standard of ethics among operators?

Mr. SAMMIS. No; absolutely not.

Senator SMITH. Injunctions of secrecy, such as these messages indicate, and the hope of private reward, such as you say is often the case——

Mr. SAMMIS. I do not remember of having made such a statement——

Senator SMITH. Well, such as you do not regard——

Mr. SAMMIS. As dishonorable?

Senator SMITH. As dishonorable. I will ask the stenographer to read the beginning of my question.

The stenographer read as follows:

Injunctions of secrecy, such as these messages indicate, and the hope of private reward, such as you say is often the case——

Senator SMITH (continuing). Might cut some figure in the ability of the public, and even owners of the ship, and the people vitally affected, to obtain the news, might they not, if the custom be recognized among operators?

Mr. SAMMIS. I should say absolutely they would have nothing to do with it. At such times, and at all times, our operator on the ship has his messages censored by the captain. It is a part of our contract that the captain shall censor messages. The operators are there on board in the same manner that any other officer is on board, and they hold the position of junior officer. The captain would have nothing whatever to do, and would have had nothing to do in this case, except file the message, tell the man to send it, and it would have gone to whomever it was addressed, and at any time, had it been filed. The matter has been thrown over onto Mr. Bride and Mr. Cottam, who did the best they knew how. They followed their rules blindly and were worked up. The responsibility, I must say, if there is responsibility existing, was on the part of the captain, if he realized that the people were waiting for news; and if he did not realize it, why should our men have realized it? He should have filed a brief account, and the captain had such a message requesting such an account from the White Star Line.

Senator SMITH. You heard Mr. Marconi say a few minutes ago that he did not regard it as a desirable practice and that he thought it ought not to obtain.

Mr. SAMMIS. Yes, sir.

Senator SMITH. And you disagree with him?

Mr. SAMMIS. Not altogether. I would say that you would have to be very careful what rules you might make or you would defeat the purpose of the rule. I think that is self-evident.

Senator SMITH. Do you fix the wages of these operators?

Mr. SAMMIS. Of which operators?

Senator SMITH. The wireless operators of your company.



Mr. SAMMIS. I have only jurisdiction over operators on American ships, of which there are four.

Senator SMITH. Do you fix their wages?

Mr. SAMMIS. I have something to do with it. I make recommendations.

Senator SMITH. What are the ships to which you refer?

Mr. SAMMIS. The *St. Paul*, the *St. Louis*, the *Philadelphia*, and the *New York*.

Senator SMITH. How many operators are there on each ship?

Mr. SAMMIS. One.

Senator SMITH. How much do they receive in wages?

Mr. SAMMIS. \$45 a month.

Senator SMITH. And board in addition?

Mr. SAMMIS. Yes. It is an American scale of pay on an American ship and not an English scale of pay on an English ship.

Senator SMITH. There is a difference?

Mr. SAMMIS. Money goes twice as far on the other side as it does here.

Senator SMITH. How much did Cottam receive?

Mr. SAMMIS. I do not know.

Senator SMITH. Or Bride?

Mr. SAMMIS. I do not know.

Senator SMITH. What is the English scale of wages for wireless operators?

Mr. SAMMIS. I do not know. I should say it is considerably less than our scale of wages here.

Senator SMITH. Suppose it were £4 a month——

Mr. SAMMIS. I should say that is equal to \$45 here.

Senator SMITH. I did not ask you that. I asked you if it was £4——

Mr. SAMMIS. You said, "Suppose it was £4"——

Senator SMITH. I said this: Suppose the wages were £4 a month; that would be \$20. Would you regard that as a good wage?

Mr. SAMMIS. I should regard it as equivalent to the American scale of pay of \$40.

Senator SMITH. Then you would regard it as a fair wage?

Mr. SAMMIS. Not so good a wage as I should like to see them get.

Senator SMITH. You have fixed the wages here, and you say that is equivalent to the wage here.

Mr. SAMMIS. No; with all respect, we do not fix the wages here.

Senator SMITH. What part do you have in it?

Mr. SAMMIS. We are governed by the considerations that control any other commercial company; we have to show a balance between that which we receive and that which we spend.

Senator SMITH. You are trying to make a profit, in other words?

Mr. SAMMIS. We are trying to make both ends meet. If that were not the case we might pay more money.

Senator SMITH. You said with some pride that you paid the American operators on the *St. Paul* and these other ships \$45 a month. Now you say that \$45 a month to the *St. Paul* operator would be about the equivalent of \$20 a month to the operator on the *Carpathia*?

Mr. SAMMIS. I am not aware that I exhibited any pride as to the \$45 a month wage.

Senator SMITH. You have exhibited by your testimony considerable solicitude concerning the rewards of labor.

Mr. SAMMIS. Yes; I still believe in people getting paid as much as their employers can afford to pay them.

Senator SMITH. Do you think you are paying the wireless operators on the *Philadelphia* and *St. Paul* enough?

Mr. SAMMIS. We have no difficulty in getting good men at that price.

Senator SMITH. You do not contemplate any raise in wages?

Mr. SAMMIS. If the steamship people will pay more for the service; yes, by all means.

Senator SMITH. I did not ask you that. I asked you if you contemplate any increased scale of wages.

Mr. SAMMIS. That is the only thing that could govern my contemplation of increased wages—increased returns.

Senator SMITH. I want your viewpoint. You say that \$20 a month paid Bride and Cottam, on the English scale of wages, is the equivalent of \$45 a month on the *St. Paul*?

Mr. SAMMIS. I should say it would be the equivalent of \$40 in America. I have never been in England.

Senator SMITH. I do not ask you that. That is simply a voluntary statement that takes up unnecessary space on the record.

Mr. SAMMIS. I am sorry——

Senator SMITH. Just answer this, please: It is the equivalent of \$40 a month in America, is it?

Mr. SAMMIS. I have been led to believe that from hearsay, from people who have been on the other side and who have lived in England; I have not lived there.

Senator SMITH. Then, do you regard that as a fair wage?

Mr. SAMMIS. What do you mean by fair?

Senator SMITH. Just.

Mr. SAMMIS. That does not help me much.

Senator SMITH. Appropriate.

Mr. SAMMIS. It is all we can afford to pay.

Senator SMITH. Exactly. Then you are paying all that you can afford?

Mr. SAMMIS. Exactly; and showing a loss on the ships I have mentioned.

Senator SMITH. But you have no difficulty in getting operators?

Mr. SAMMIS. No, sir.

Senator SMITH. Do you know whether the British ships have any difficulty in getting operators?

Mr. SAMMIS. I do not think they have. I never heard that they have any.

Senator SMITH. I am coming back to the point where you say it is absolutely essential that these operators be given the right to sell exclusive stories of happenings at sea, in order that their wage may be brought to a desirable point——

Mr. SAMMIS. I made no such statement.

Senator SMITH. Well, you approximated it.

Mr. SAMMIS. I think not. I said you would have to be very careful of the rules you might make against this. I am in agreement with Mr. Marconi that it is undesirable that the thing should work out as it has done, but you have to be very careful what rules you may lay down, or the men would not send any news at all.

Senator SMITH. They would mutiny?

Mr. SAMMIS. In a polite way, I do not think they would mutiny; no.

Senator SMITH. Have you had any difficulty on that point?

Mr. SAMMIS. Never.

Senator SMITH. Why should you expect it?

Mr. SAMMIS. I should expect a man to do that for which he would be commended, that for which he would receive recognition. I should say that if you forbade him receiving such compensation or return, he would not be apt to spur himself to write up a story of his own experiences for the sake of the public.

Senator SMITH. Then you think the public might lose the benefit of his experience if he were not permitted to sell it exclusively?

Mr. SAMMIS. I take it that your idea is that they should send off news messages from the ship.

Senator SMITH. No, sir; I am not talking about any voluntary action on the part of the wireless operator.

Mr. SAMMIS. Then I misunderstood you.

Senator SMITH. I am talking about replies to messages sent by Mr. Marconi, sent by Mr. Frankin, sent by people representing those who had been lost in this wreck; and I am asking you whether or not this custom or habit or practice, of which you do not seem to wholly disapprove, of selling the experiences of operators at sea in disasters of that kind, had anything to do with the failure to get that information here promptly?

Mr. SAMMIS. Absolutely nothing whatever. I should say that the boys obeyed their rules, the rules of conscience and the rules of the international telegraph convention, which they were forced to do. They followed them blindly. I believe I should have done the same in their place.

Senator SMITH. I will let this personal eulogy stand for itself and ask you how you happened to go to the Strand Hotel with the Times representative that night?

Mr. SAMMIS. Simply to get him in touch with the men when they came off the ship.

Senator SMITH. And to see that this news was obtained by the New York Times?

Mr. SAMMIS. Yes.

Senator SMITH. You have spoken of rewarding the service of these operators. Mr. Bride is here, and at the risk of saying something that I am not called upon to say, I want to observe that Mr. Bride was so loyal to the *Titanic* and so obedient to its commander and so courageous in its distress, that he refused to leave the *Titanic* in a lifeboat, and stayed on the ship until one minute before she sank, because the captain had not given him permission to leave; and he remained at his apparatus all that time ticking off the fate of that ship. I want to know whether it would not be more creditable to you and to your company to encourage that kind of gallantry and heroism and fidelity by leaving the question of reward for such service to the public, rather than to seal his lips with an injunction of secrecy, so that he might receive a pittance from some private source?

Mr. SAMMIS. We did not seal his lips. We provided the means for unsealing them.

Senator SMITH. Did you tell him to shut his mouth?

Mr. SAMMIS. I did not.

Senator SMITH. Did you tell him to agree to nothing until he saw you?

Mr. SAMMIS. Not in those words. I have told you I——

Senator SMITH (interposing). Answer me, now. Did you tell him to say nothing until he saw you?

Mr. SAMMIS. I gave him the information that I have already stated—that the Times wanted him to tell the story of his own personal experiences after he got ashore.

Senator SMITH. Did you tell him in any wireless message the New York Times wanted this story?

Mr. SAMMIS. No.

Senator SMITH. Did you tell him to “say nothing until you see me.”

Mr. SAMMIS. I gave the information which probably was responsible for that message; yes, sir.

Senator SMITH. In other words, you put an injunction on him?

Mr. SAMMIS. No; I did not.

Senator SMITH. You expected him to disregard it?

Mr. SAMMIS. He did exactly what I told him to do. There was no injunction on him whatever. He could not possibly have sent a message, had I desired it or had anybody desired it, in the time available before he got to the dock. It was absurd to think such a thing would be possible.

Senator SMITH. But the Navy Department has picked up a message that was sent 33 minutes after that.

Mr. SAMMIS. That is not a news dispatch of 1,000 or 1,500 words.

Senator SMITH. I do not like your disposition to avoid my direct questions. I will repeat my last question, and I wish you to be careful with your answer.

I spoke to you a moment ago about a message at 8.12 that night, before the *Carpathia* had passed quarantine.

Mr. SAMMIS. Has that been determined, absolutely?

Senator SMITH. I have in the record the exact moment the vessel passed quarantine.

Mr. SAMMIS. I have been informed by the marine department of one of the telegraph companies that she passed the Battery at 8.10.

Senator SMITH. You can not swear to anything about it?

Mr. SAMMIS. No, sir.

Senator SMITH. So I will not take your testimony on that point.

You say the injunction you put upon this operator, “Say nothing until you see me. Have arranged for your exclusive story for dollars in four figures,” did not operate to deprive the public of any information?

Mr. SAMMIS. I say absolutely not.

Senator SMITH. And yet, in the next breath, you say that he obeyed your injunction?

Mr. SAMMIS. Exactly.

Senator SMITH. Then I am to infer that there was no information to impart?

Mr. SAMMIS. That would be my understanding of it. May I ask——

Senator SMITH (interposing). No; you may answer me, then I will allow you to explain as long as you want to; but I want an answer to my question.

Mr. SAMMIS. Repeat the question, please.

The stenographer read the question, as follows:

Then I am to infer that there was no information to impart?

Mr. SAMMIS. I presume that there was.

Senator SMITH. That was to be imparted exclusively to the New York Times by your arrangement?

Mr. SAMMIS. After the man had gotten ashore and had discharged his duty.

Senator SMITH. That would be within an hour from the time the injunction was issued?

Mr. SAMMIS. May I ask, in all deference, if you could say to me what I am quite at sea on in this matter? What would have been the course for him to pursue? Would you have recommended that at such a time he should have sent broadcast the news of his experiences from the ship, or that he should have waited until he got ashore and was then surrounded by newspaper representatives, or should have called for the newspaper representatives to hear him tell his story? I am quite at sea, honestly and frankly, to know what course you would have had him pursue.

Senator SMITH. I shall not reveal my purpose. I am not testifying. You are under oath.

I am going back to that last question. Read it, Mr. Reporter.

The stenographer again read the question referred to, as follows:

Then I am to infer that there was no information to impart?

Mr. SAMMIS. Yes; of his personal experiences.

Senator SMITH. Why was this \$750 paid to him?

Mr. SAMMIS. For his personal experiences.

Senator SMITH. Then he did have information to impart?

Mr. SAMMIS. I have said that he did.

Senator SMITH. Who is “Opr. C.”?

Mr. SAMMIS. I have not the slightest idea what the words mean. It may possibly mean “Operator in charge,” but I am not sure.

Senator SMITH. Do you sign your name “J. M. Sammis”?

Mr. SAMMIS. No, sir.

Senator SMITH. How do you sign it?

Mr. SAMMIS. Frederick M.

Senator SMITH. F. M.?

Mr. SAMMIS. No; not F. M. I sign it “Frederick M.”

Senator SMITH. In order that there may be no error about the authenticity of this wireless message, I show you the original, and ask if that is your name, and if that is the way you sign it?

Mr. SAMMIS. That is not an original.

Senator SMITH. We so regard it.

Mr. SAMMIS. I never wrote a message of that kind.

Senator SMITH. Is that your name and the way you sign it?

Mr. SAMMIS. “F. M. Sammis?” “Frederick M. Sammis,” usually.

Senator SMITH. You say you never sent a message of that kind?

Mr. SAMMIS. Yes, sir.

Senator SMITH. But you admit sending one of this kind with Mr. Marconi's consent added to it, the one I have been talking about.

Mr. SAMMIS. Will you read it again, please, or have it read?

Senator SMITH.

8.30 p. m. Marconi officer *Carpathia* and *Titanic*. Arrange for your exclusive story for dollars in four figures, Mr. Marconi agreeing. Say nothing until you see me. Where are you now? J. M. Sammis.

Mr. SAMMIS. I say I never dictated that message. It is simply in response to telephone advice to our man at Seagate, which is located at quarantine, nearly, carrying out the agreement which had been made for him to tell his story after he got ashore.

Senator SMITH. With which you were perfectly familiar?

Mr. SAMMIS. You mean the arrangement?

Senator SMITH. Yes.

Mr. SAMMIS. Yes.

Senator SMITH. And which met your approval?

Mr. SAMMIS. At the time; yes, sir.

Senator SMITH. And does yet?

Mr. SAMMIS. Not in view of all that has been made of it; I think not. I should much prefer to let the men make their own arrangements. I think my good intentions have brought upon me a great deal of trouble.

Senator SMITH. Who signed Mr. Marconi's name, if you know, to the message of 9.33 p. m. from Seagate to the *Carpathia*:

Personal to operator, *Carpathia*. Meet Mr. Marconi and Sammis at Strand Hotel, 502 West Fourteenth Street. Keep your mouth shut. (Sig.) Mr. Marconi.

Who sent that?

Mr. SAMMIS. I do not believe any such message was ever sent or signed with Mr. Marconi's name. It may possibly have been signed "Marconi Co." The man may have made it that way, but I doubt very much whether he signed Mr. Marconi's name.

Senator SMITH. Who would sign it that way?

Mr. SAMMIS. The same man I have mentioned.

Senator SMITH. The man you talked with at Seagate?

Mr. SAMMIS. Probably. The man has already made a statement that he is willing to stand sponsor for the particular form the message took.

Senator SMITH. For the language?

Mr. SAMMIS. Yes.

Senator SMITH. That is, you are not responsible for the literary character of the production, but you are quite in harmony with its purpose?

Mr. SAMMIS. I never heard it that way myself.

Senator SMITH. You are quite in harmony with its purpose?

Mr. SAMMIS. I was in harmony with its purpose at the time; yes, sir.

Senator SMITH. I dislike very much to be so persistent about this, and I would not be so persistent except for the determination to break up that practice which is vicious, and which your company should frown upon, and which I am very glad to see Mr. Marconi does frown upon.

Mr. SAMMIS. I quite agree with him, and I have simply stated we shall have to be careful how it is done.

Senator SMITH. In order not to offend the operators who have grown up with the custom?

Mr. SAMMIS. No; not that at all. If you taken an entirely new man and put him on, and if you enjoin him against doing a thing for one reason, and he knows he will not get any pay for doing it for another reason, I should say the chances are he would not do it.

Senator SMITH. And if his wages were insufficient?



Mr. SAMMIS. No; I do not think that would enter into it greatly.

Senator SMITH. The wage does not enter into the matter at all?

Mr. SAMMIS. It would not seem to me it would in such a case.

Senator SMITH. I mean if you tell a man he must not write his story to a magazine, for instance, that it is against the rules of the company, he would not be apt to send that news off by wireless, or publish it at all, would he?

Mr. SAMMIS. No, sir.

Senator SMITH. The wage does not enter into it?

Mr. SAMMIS. I should not think it would in that case, sir.

Senator SMITH. All you have said voluntarily about your solicitude for the operators and laborers of your company does not have very much application in this case.

Mr. SAMMIS. That was my sole reason for doing it in this case; that and only that.

Senator SMITH. Where is the Strand Hotel with reference to the docks of the Cunard Co.?

Mr. SAMMIS. Across the way.

Senator SMITH. You remained at the Strand Hotel nearly two hours after the *Carpathia* landed?

Mr. SAMMIS. No; I did not. I was in the Strand Hotel 10 minutes or 15 minutes, sir.

Senator SMITH. When Mr. Cottam, your operator on the *Carpathia*, got this message, he considered it his business to leave the *Carpathia* immediately and go to the Strand Hotel?

Mr. SAMMIS. He did not find me there if he did.

Senator SMITH. He says he looked for you, but he did not see you. That was because you did not arrive there until about two hours after the *Carpathia* landed?

Mr. SAMMIS. That is roughly it. My idea of time is very hazy.

Senator SMITH. You were accompanied by no one?

Mr. SAMMIS. I started from the office with no one, but ran into one of our office boys who was also going up. He was the only one who accompanied me.

Senator SMITH. When you arrived at the Strand Hotel you met the Times reporter?

Mr. SAMMIS. Yes, sir.

Senator SMITH. And, together, did you find Cottam?

Mr. SAMMIS. No; I did not see Cottam that night at all, nor the next day.

Senator SMITH. Did you find Bride?

Mr. SAMMIS. Yes; I went on the steamer and saw Bride.

Senator SMITH. Did the Times man go on with you?

Mr. SAMMIS. Yes.

Senator SMITH. Through your courtesy?

Mr. SAMMIS. No; I went on through his courtesy, because I never could have gotten on the ship if it had not been for him. They were letting no news people on the ship at the time, if they knew it.

Senator SMITH. They were not letting any newspaper men on the ship at that time, were they?

Mr. SAMMIS. No; not if they knew it. I am afraid my guide let them think he was not a newspaper man.

Senator SMITH. You gave them to understand you were a Marconi man, did you not?



Mr. SAMMIS. Exactly. That did not take me through, though. Mr. Marconi was with me.

Senator SMITH. And you both got through?

Mr. SAMMIS. After many trials and tribulations; yes, sir. I think it took over an hour to get on the ship.

Senator SMITH. After you started?

Mr. SAMMIS. Yes, sir.

Senator SMITH. But you did not start until an hour after it had arrived?

Mr. SAMMIS. I should dislike to be quoted as saying the exact time, because I am very uncertain about it. The passengers, I think, were pretty well all off before we got on.

Senator SMITH. Was the fact that the Times man had not yet met you the reason why you did not go aboard the *Carpathia* earlier?

Mr. SAMMIS. No; it was absolutely impossible to get on the *Carpathia*; to get through the police lines. It took me 45 minutes to get across the street. I could not find a policeman who would let me across.

Senator SMITH. I do not know that I have cleared up completely, and if I have not I want to do so, the question of whether the Times made this arrangement through you?

Mr. SAMMIS. Part of it; yes, sir.

Senator SMITH. And the amounts that were to be paid were agreed upon with you?

Mr. SAMMIS. And Mr. Bottomley and Mr. Marconi, I think. I do not know whether Mr. Marconi knew the amount or not, but Mr. Marconi agreed.

Senator SMITH. He said he did not know, and we are going to accept his word for it.

Mr. SAMMIS. He did give his permission that the boys should sell their stories.

Senator SMITH. He said that?

Mr. SAMMIS. Yes.

Senator SMITH. That is, he said he made no objection?

Mr. SAMMIS. No; I felt that he was my superior and perhaps his judgment was better than mine, and I simply carried out the arrangement which eventuated.

Senator SMITH. Let us see about that. Mr. Marconi assumes no responsibility for that contract with the Times.

Mr. SAMMIS. I believe he referred it to Mr. Bottomley; that is my recollection.

Senator SMITH. And brought no pressure to bear on you to perfect it, or carry it through?

Mr. SAMMIS. Except giving his consent.

Senator SMITH. You asked him if you could do that, and he said he had no objections?

Mr. SAMMIS. No, sir; I did not.

Senator SMITH. That is substantially his testimony.

Mr. SAMMIS. The Times called me up and wanted to know whether they could have the story, and my recollection is I said if there were no objections on the part of the management; that I thought the boys ought to get something for it. I knew that Mr. Bottomley knew of the arrangement and that Mr. Marconi knew of it, and I assumed—naturally, I think—that if they did not know of any reason why it should not be done I should not stand in its way.

Senator SMITH. I want to ask you whether, after you reached your office on Monday morning between 8 and 9 o'clock, any message was received, to your knowledge, from the *Carthage*, saying that the *Titanic* had sunk and the lives of more than half the persons on board had been lost?

Mr. SAMMIS. I did not see such a message, and I am quite positive that no such message was received.

Senator SMITH. Did you hear of such a message?

Mr. SAMMIS. I, of course, read it in the papers and the reports; but I have no knowledge of any such message.

Senator SMITH. Have you any idea of a message going from the wireless office of the Marconi Co. in reply to it, saying, “Kill this message”?

Mr. SAMMIS. Absolutely not.

Senator SMITH. Has anybody called your attention to it?

Mr. SAMMIS. No; they have not. I have not heard such a thing mentioned before.

Senator SMITH. I do not think it has been mentioned before; but you want to deny it, do you?

Mr. SAMMIS. Absolutely, so far as concerns anything I have had to do with.

Senator SMITH. Do you know of any message to any of your coast or sea stations, on Monday, Tuesday, Wednesday, or Thursday, directing that any message previously sent to your office was to be killed?

Mr. SAMMIS. Absolutely not. I think I can say without fear of contradiction that no such message was sent or considered.

Senator SMITH. Have you ever used any such term in wireless telegraphy?

Mr. SAMMIS. Never.

Senator SMITH. Have you ever tried to smother a message at its source by the use of any other language, cipher or otherwise?

Mr. SAMMIS. No, sir.

Senator SMITH. Do you know how the *Chester* or the *Salem* are equipped?

Mr. SAMMIS. No, sir.

Senator SMITH. Do you know the system they employ in receiving or sending messages?

Mr. SAMMIS. I do not.

Senator SMITH. Were you in conference with Mr. Franklin, of the White Star Line, on Monday?

Mr. SAMMIS. No. I am not sure that I know the gentleman.

Senator SMITH. There he sits [indicating Mr. Franklin]. Just look at him and see if you know him. Do you know him?

Mr. SAMMIS. I never met him before.

Senator SMITH. Were you in conference with any other officer of the White Star Line on Monday?

Mr. SAMMIS. I believe we talked with them over the telephone.

Senator SMITH. Were you at the White Star offices on Monday?

Mr. SAMMIS. No, sir.

Senator SMITH. Or on Tuesday, Wednesday, or Thursday?

Mr. SAMMIS. No, sir.

Senator SMITH. Was any officer of the White Star Line at your office on Monday, Tuesday, Wednesday, or Thursday?

Mr. SAMMIS. I think not. I did not see them if they were.

Senator SMITH. Do you know, of your own knowledge, of any injunction put upon your operators silencing all communication between stations at sea or on land, except Wellsfleet, Siasconset, Sagaponack, and Seagate?

Mr. SAMMIS. It was my understanding that the Secretary of the Navy was to close all the stations north of Norfolk, and we asked the United Wireless Telegraph Co. to do likewise.

Senator SMITH. So, after that was done, if it was done, you had an absolute, uninterrupted monopoly——

Mr. SAMMIS (interposing). Not altogether; we should have had.

Senator SMITH. Wait until I finish. (Continuing.) Except for interference by amateurs, through these stations I have named, of information from the *Carpathia*?

Mr. SAMMIS. These stations are never interfered with by amateurs. I should say that I have never received a complaint from any one of them. They are so located that they are quite free from amateur interference. They are out in the country.

Senator SMITH. We will eliminate the amateurs. Strike out the reference to the amateurs entirely, and the reply. Now read the question.

Mr. SAMMIS. I say, we asked the United Wireless Co. to do——

Senator SMITH. Read the question.

The stenographer read the question, as follows:

So, after that was done, if it was done, you had an absolute, uninterrupted monopoly, through these stations I have named, of information from the *Carpathia*?

Mr. SAMMIS. I said, “No; that these stations were instructed to handle only urgent business.” It is reasonable to suppose there was some urgent business other than the *Carpathia*’s, and I know other business was handled. But it was at a minimum, and it was my understanding—Gov. Griggs was in Washington—that the Navy vessels would handle their business through Sagaponack, South Wellsfleet, Seagate, and Siasconset; and apparently there was either a misunderstanding or a mistake, and the Navy vessels communicated with their own stations at Newport, I understand, and at Fire Island. That made considerable confusion and necessitated, of course, that the operator on the *Carpathia* should keep quiet. He could do nothing while they were retransmitting these names. I think it was a great pity, as we look at it now, that the *Carpathia* was not either allowed to send this material uninterrupted to its own shore stations, or, better, that the Navy stations should not have used our own stations. By putting another shore station into it you just halve the time. In other words, you had a retransmittal. The *Carpathia* had to tell the *Chester*, and while the *Chester* was in turn sending it ashore the *Carpathia* could do nothing but sit still.

Senator SMITH. We will now go back to my question. Read the question and I will add something to it.

The reporter repeated the question, as follows:

Do you know, of your own knowledge, of any injunction put upon your operators silencing all communication between stations at sea or on land except Wellsfleet, Siasconset, Sagaponack, and Seagate, so, after that was done, if it was done, you had an absolute, uninterrupted monopoly through these stations I have named, of information from the *Carpathia*?

Senator SMITH (continuing). Or, if your advice had been taken and the attempt you made had succeeded, you would have had absolute control of connection with the *Carpathia* as a result of this arrangement?

Mr. SAMMIS. No; the conditions would have been very much better. That was our endeavor, to make the conditions the best that we could. But, of necessity, we could not deny to the one hundred and fifty or two hundred-odd vessels running in and out of New York the absolute right for four days to use their wireless at all, and we did not attempt to do so.

Senator SMITH. You did not make any attempt. I do not understand that is a part of this plan.

Mr. SAMMIS. Yes; we enjoined them all. The ships were all told not to use their wireless until they got out of this zone, any more than they absolutely had to. Of course, they absolutely had to, under conditions.

Senator SMITH. You said Mr. Cottam has been paid his \$750 by the Times?

Mr. SAMMIS. I understand so. I do not know for a fact.

Senator SMITH. I think I asked you whether you handed it to him?

Mr. SAMMIS. And I said no.

Senator SMITH. You said no?

Mr. SAMMIS. But I understand that the Times has.

Senator SMITH. I do not want any impression to prevail that I am driving at the Times in their enterprise. I am driving at the company, and what I regard as a very bad practice. Were you cognizant of the two telegrams sent by Mr. Marconi, through the Siasconset station, demanding to know why it was impossible to get news?

Mr. SAMMIS. I do not know whether I was or not.

Senator SMITH. Which you spoke of a few moments ago?

Mr. SAMMIS. I do not know whether I was or not at the time. The messages have been spoken of so much since, it is difficult to tell just when I learned of them. I think probably I was too busy with other things to know very much about them.

Senator SMITH. Are you familiar with the message he sent asking the captain to give a reason why no news was allowed to be transmitted?

Mr. SAMMIS. Yes; I just heard him read it.

Senator SMITH. That would indicate that there was not any news coming from the *Carpathia*, would it not?

Mr. SAMMIS. Not of a general character. You know the passengers on the ship were not sending news; they were simply saying "All safe," or "We are here," or "Meet us," or something of that kind. They were not telling very much about their experiences.

Senator SMITH. In wireless telegraphy what does the expression "Old man" indicate?

Mr. SAMMIS. It is a term of endearment more than anything else.

Senator SMITH. Is it well understood among operators?

Mr. SAMMIS. Yes, sir; quite often it is abbreviated, "O. M.;" it probably was in this case.

Senator SMITH. Did you or any officer of your company, or any operator of your company on any station, receive, or attempt to get, any compensation of any kind or character, or reward, from any person, corporation, or company whomsoever, for any information in

your possession or in their possession following the sinking of the *Titanic* on Sunday evening?

Mr. SAMMIS. Not that I know of. I have not anything to do with the business end of the concern.

Senator SMITH. Other than in the manner that you have described?

Mr. SAMMIS. Technical work, strictly; yes, sir.

Senator SMITH. Other than in the manner you have described already?

Mr. SAMMIS. Yes, sir.

Senator SMITH. Who employs the operators of the British company?

Mr. SAMMIS. There are two British companies. The operating company is the Marconi International Marine Communication Co., and they employ the men on British ships.

Senator SMITH. Who is the officer of that company in America?

Mr. SAMMIS. They have not any officer in America, unless perhaps Mr. Marconi is one.

Senator SMITH. Do you care to say anything more regarding the unpleasant side of this affair than you have referred to, or have you anything else of interest that will assist the committee in its inquiry?

Mr. SAMMIS. There is one statement I should like to make, in connection with the apparent implication about the Navy operators. It is a thing that has been made much of, quite innocently on our part. I think the matter stands right here; that Mr. Bride or anybody else who has spoken about this matter intended to throw no unpleasant implications at the Navy operators; but simply to show that it takes us from six to eight months to train men in our method of working, granting that they know the code perfectly. Work can be handled with the utmost expedition only by the shore station and the ship thoroughly understanding the mode of procedure, and our ship operators and shore station men are experts in that procedure. In the communication that I addressed to Gov. Griggs, which he took up with the Secretary of the Navy, I intended to convey that idea, by saying that our men could handle more messages than the Navy, not because, necessarily, they are more rapid operators or better operators, but because they are trained in our service. We handle, I suppose, from 100,000 to 150,000 messages in a year, some of them extremely long, and I have known our men to handle 50 paid messages an hour. In other words, it was not necessarily because they were better operators, but because they were trained in our method of work, of handling commercial business and handling it quick, with the utmost alacrity, and with the least formal red tape in between messages. As an instance, it is not unusual for a German ship to come along and offer 50 messages for Sagaponack. They will say “G,” and give us 50 messages at a time, and then we will give our O. K. Rd., and that is all there is to it. “G” means go ahead and “Rd” means “Received.”

Senator SMITH. Are you seeking to leave the impression that the Operator Cottam was a more experienced man, a more reliable operator, and could transact a larger amount of business than the operator on the *Chester*?

Mr. SAMMIS. I do not know anything about their individual qualifications, other than that he undoubtedly knew more about our method of work.

Senator SMITH. Suppose it should turn out that your operator Cottam had only had nine months' experience as a wireless operator, while the operator on the *Chester* had had seven years' experience?



Mr. SAMMIS. I should not think that would alter the case a particle.

Senator SMITH. It would not?

Mr. SAMMIS. No, sir. Because if we could have the Navy man and give him nine months' experience, he would then be a much better man than Cottam, undoubtedly.

Senator SMITH. Well, you do not see any good reason for casting any reflection upon the efficiency of the Navy operators?

Mr. SAMMIS. Absolutely not; and I do not think anyone has ever intended it, except in the way I have mentioned, that they do not know our methods of handling business for which we have certain prescribed rules.

Senator SMITH. Do you know whether it is the practice of the Navy operators to sell their news exclusively to private parties?

Mr. SAMMIS. No; I do not know anything about it.

Senator SMITH. You never heard of such a thing, did you?

Mr. SAMMIS. I have seen numerous press dispatches in individual papers from United States war vessels, from the operators.

Senator SMITH. They were usually official in their character, were they not; communications from the Navy Department?

Mr. SAMMIS. It was not apparent on the message.

Senator SMITH. But you have never heard of such a practice as we have been talking about, prevailing in the Navy?

Mr. SAMMIS. No; I think two occasions would hardly be called a practice.

Senator SMITH. Do you mean to be understood as saying that the Binns case, where he sold his information, and the cases of Mr. Bride and Mr. Cottam, were the only ones that ever came to your notice?

Mr. SAMMIS. Absolutely the only ones that ever happened; yes.

Senator SMITH. And I suppose you now hope they are the only ones that ever will come to your notice, do you not?

Mr. SAMMIS. Quite so.

Senator SMITH. Although we have been quite a time reaching that conclusion. I do not know whether any of my associates care to interrogate you or not, but you may remain subject to the call of the committee and be excused for the present.

I asked for certain information in New York, which you promised.

Mr. SAMMIS. That I promised to furnish?

Senator SMITH. I thought you responded when I asked a question in that connection, but perhaps that is covered by Mr. Marconi's promise.

Mr. SAMMIS. I think so.

Senator SMITH. And you will assist in carrying it out?

Mr. SAMMIS. Yes, sir. I have an urgent appointment in Boston to close a \$100,000 contract on Wednesday morning, and I would be very glad to leave if possible this evening.

Senator SMITH. You would have to leave the night before?

Mr. SAMMIS. I wanted to leave on the 4 o'clock train this afternoon.

Senator SMITH. Come in at half past 2, then, and if any of my associates care to interrogate you, they may do so then. We hope we will not interfere with your contract.

Mr. Bride, are you perfectly comfortable to-day?

Mr. BRIDE. Yes, sir; thank you.

Senator SMITH. Will it be any special accommodation to you to go on now, or will it suit you just as well to go on after luncheon?

Mr. BRIDE. Either way, sir.

Senator SMITH. Then we will take a recess until 2.30.

Thereupon at 1.15 p. m. the committee took a recess until 2.30 o'clock p. m.

---

AFTERNOON SESSION.

The subcommittee met pursuant to adjournment, Senator William Alden Smith (chairman) presiding.

Senator SMITH. I will now call Mr. Hugh Woolner, 29 Welbeck Street West, Conservative Club, London.

TESTIMONY OF MR. HUGH WOOLNER.

The witness was sworn by Senator Smith.

Senator SMITH. Will you give your full name to the reporter?

Mr. WOOLNER. Hugh Woolner.

Senator SMITH. And your address?

Mr. WOOLNER. 29 Welbeck Street, London.

Senator SMITH. What is your business?

Mr. WOOLNER. I am a director of various companies.

Senator SMITH. Were you a passenger on the *Titanic*?

Mr. WOOLNER. I was.

Senator SMITH. On her voyage from Southampton to the place of the accident?

Mr. WOOLNER. I was.

Senator SMITH. Did you sail from Southampton or Queenstown?

Mr. WOOLNER. From Southampton.

Senator SMITH. I will ask you, in your own way, to state your observations and experiences on the *Titanic* between Southampton and the place of the accident, and your observation and experience following the collision, up to the time you went on board the *Carpathia*.

Mr. WOOLNER. What sort of observation do you wish about the period between Southampton and the place of the accident?

Senator SMITH. I would like to know whether you observed the movement of the ship, whether you took interest in her equipment, whether you noticed her speed, where you were on the boat, what stateroom you occupied——

Mr. WOOLNER (interrupting). My stateroom was B-52.

Senator SMITH. On what deck was that?

Mr. WOOLNER. That is the deck below A deck, the inner stateroom.

Senator SMITH. Do you know anyone who was near you in the staterooms on B deck?

Mr. WOOLNER. Nobody.

Senator SMITH. Did you have any friends aboard ship?

Mr. WOOLNER. One lady was recommended to my care by letters from friends in England. She joined the ship at Cherbourg, but I had not known her before.

Senator SMITH. Was she a survivor?

Mr. WOOLNER. Yes sir—Mrs. Churchill Candee.

Senator SMITH. Do you know whether Mr. Ismay had a stateroom on your deck?



Mr. WOOLNER. I do not.

Senator SMITH. Tell us in your own way whether you paid any special attention to the movements of the ship, to the weather, to the equipment, and any circumstance that may tend to throw light upon this calamity up to the time of the collision?

Mr. WOOLNER. I took the ordinary passenger's interest in the number of miles we did each day. Beyond that I did not take any note of the speed of the ship.

Senator SMITH. What were your observations?

Mr. WOOLNER. I noticed that, so far as my memory serves me, the number of miles increased per day as we went on. If I remember right, one day it was 314, and the next day was 356, and that was the last number I remember. I think that was the last number that was put up on the ship's chart, or whatever it is called.

Senator SMITH. Did you note the equipment of the ship?

Mr. WOOLNER. In what respect?

Senator SMITH. Whether she had lifeboats?

Mr. WOOLNER. Yes, sir. I went right up onto the top deck and looked around, and I took also particular note of the mechanism for raising and lowering the glass windows on the A deck, and I watched the sailors winding them up with these spanners that are used for that purpose. It struck me as being rather a slow job.

Senator SMITH. Did you see any drills aboard ship by the men between Southampton and the place of the accident?

Mr. WOOLNER. I saw none.

Senator SMITH. Did you have occasion to see the captain occasionally?

Mr. WOOLNER. I asked somebody to point him out to me. Naturally, one is interested to know the appearance of the captain, and I knew him by sight.

Senator SMITH. When and where did you see him?

Mr. WOOLNER. I saw him at breakfast and, I think, at dinner one evening in the saloon, but I am not quite definite about dinner; I think so.

Senator SMITH. Did you see him the night of the accident?

Mr. WOOLNER. Not until I came up onto the boat deck, and he was there on the port side.

Senator SMITH. Where was he?

Mr. WOOLNER. He was on the port side.

Senator SMITH. Yes; but where with reference to the port side?

Mr. WOOLNER. He was between the two lifeboats that were farthest astern on the port side, giving orders.

Senator SMITH. The two that were farthest astern?

Mr. WOOLNER. Yes, sir.

Senator SMITH. How long was this after the collision?

Mr. WOOLNER. I did not look at my watch, but I should think it was half an hour.

Senator SMITH. Did you hear him say anything or did you say anything to him?

Mr. WOOLNER. Yes; I did. I made one remark to him. He said: "I want all the passengers to go down on A deck, because I intend they shall go into the boats from A deck." I remembered noticing as I came up that all those glass windows were raised to the very top; and I went up to the captain and saluted him and said: "Haven't you

forgotten, sir, that all those glass windows are closed?” He said: “By God, you are right. Call those people back.” Very few people had moved, but the few that had gone down the companionway came up again, and everything went on all right.

Senator SMITH. Were the boats lowered to A deck and filled from A deck?

Mr. WOOLNER. No; from the boat deck.

Senator SMITH. From the upper deck?

Mr. WOOLNER. Yes.

Senator SMITH. Then the order must have been countermanded?

Mr. WOOLNER. Immediately.

Senator SMITH. If you can, I would like to have you tell the committee where you were on Sunday preceding that accident?

Mr. WOOLNER. I was in the smoking room at the time of the shock.

Senator SMITH. Who was in there with you, if anyone, that you now know or could name?

Mr. WOOLNER. Mr. Steffanson, a Swedish gentleman, whose acquaintance I made on board, who sat at my table.

Senator SMITH. Anyone else?

Mr. WOOLNER. Yes; a Mr. Kennett.

Senator SMITH. Anyone else?

Mr. WOOLNER. I think, but I am not quite certain, a Mr. Smith. He had been with us quite a short time before.

Senator SMITH. Did you see Mr. Stead that evening?

Mr. WOOLNER. I did not know him.

Senator SMITH. When did you first know of the impact?

Mr. WOOLNER. We felt it under the smoking room. We felt a sort of stopping, a sort of, not exactly shock, but a sort of slowing down; and then we sort of felt a rip that gave a sort of a slight twist to the whole room. Everybody, so far as I could see, stood up and a number of men walked out rapidly through the swinging doors on the port side, and ran along to the rail that was behind the mast—I think there was a mast standing out there—and the rail just beyond.

Senator SMITH. What did you do?

Mr. WOOLNER. I stood hearing what the conjectures were. People were guessing what it might be, and one man called out, “An iceberg has passed astern,” but who it was I do not know. I never have seen the man since.

Senator SMITH. What did you do then?

Mr. WOOLNER. I then went to look for Mrs. Candee, because she was the lady in whom I was most interested, and I met her outside her stateroom.

Senator SMITH. What took place? Just detail what you did?

Mr. WOOLNER. I said: “Some accident has happened, but I do not think it is anything serious. Let us go for a walk.” We walked the after deck for quite a considerable time. As we passed——

Senator SMITH (interposing). For how long a time?

Mr. WOOLNER. I should think for 10 minutes or more. As we passed one of the entrances to the corridor, I saw people coming up with life belts; so I went inside and asked the steward: “Is this orders?”

Senator SMITH. That is, you asked him if the life belts were ordered?

Mr. WOOLNER. Yes. I shouted to some one going by.

Senator SMITH. An employee with a life belt on?

Mr. WOOLNER. No; standing at the entrance; and he said, “Orders.”

I went back to Mrs. Candee and took her to her stateroom, and we got her life belt down from the top of the wardrobe, and tied hers onto her, and then she chose one or two things out of her baggage, little things she could put into her pocket, or something of that sort, and I said, “We will now go up on deck and see what has really happened.”

Senator SMITH. Did you yourself put a life belt on?

Mr. WOOLNER. Yes, sir. I missed that. I went back to my cabin and brought out and put one on myself, and I took the other one—there were two in the room—with me. I met some one in the passage who said, “Do you want that?” and I said “No,” and gave it to him.

Senator SMITH. Who was that; do you know?

Mr. WOOLNER. No; I do not know who it was.

Senator SMITH. What did you do then?

Mr. WOOLNER. I then took Mrs. Candee up onto the boat deck, and there we saw preparations for lowering the boats going on. My great desire was to get her into the first boat, which I did, and we brought up a rug, which we threw in with her, and we waited to see that boat filled. It was not filled, but a great many people got into it, and finally it was quietly and orderly lowered away.

Senator SMITH. What boat was that?

Mr. WOOLNER. That was the sternmost boat on the port side.

Senator SMITH. It was a full-sized lifeboat?

Mr. WOOLNER. Yes.

Senator SMITH. Or a collapsible?

Mr. WOOLNER. No; it was a lifeboat.

Senator SMITH. Were any officers standing near it?

Mr. WOOLNER. The captain was close by at that time.

Senator SMITH. Did he assist in loading it?

Mr. WOOLNER. Yes; he sort of ordered the people in. He said, “Come along, madam,” and that sort of thing.

Senator SMITH. Was there any difficulty in getting them to enter the lifeboat?

Mr. WOOLNER. Yes; there was a certain amount of reluctance on the part of the women to go in, and then some officer said, “It is a matter of precaution,” and then they came forward rather more freely.

Senator SMITH. Did this lifeboat hang even with the deck?

Mr. WOOLNER. From the davits?

Senator SMITH. No; not from the davits, but the deck. Did the lifeboat hang even from the deck, or above or below it?

Mr. WOOLNER. It was on a level with the deck.

Senator SMITH. How far out from the side of the deck did the lifeboat hang?

Mr. WOOLNER. As I remember it would be about that much [indicating], I should say about 18 inches.

Senator SMITH. Out from the side of the deck?

Mr. WOOLNER. Yes.

Senator SMITH. Do you recall how many men were put into that boat?

Mr. WOOLNER. No; I can not. There were very few, I think.

Senator SMITH. Or how many women?

Mr. WOOLNER. Oh, I did not count them, but it struck me as not being very full, but it was rather difficult to get it filled.

Senator SMITH. Mrs. Candee got in that boat?

Mr. WOOLNER. Yes.

Senator SMITH. After you had put her in the boat, what did you do?

Mr. WOOLNER. I looked around to see what else I could do.

Senator SMITH. Did you find anything to do?

Mr. WOOLNER. I did what a man could. It was a very distressing scene—the men parting from their wives.

Senator SMITH. Did you assist in loading the boats?

Mr. WOOLNER. Yes, sir.

Senator SMITH. How many boats?

Mr. WOOLNER. I think nearly all, except one on the port side, and Mr. Steffanson stayed by me all the time, also.

Senator SMITH. This Swedish acquaintance you formed stayed by you?

Mr. WOOLNER. Yes, sir.

Senator SMITH. What, if any, order was given by officers, or what did you hear regarding the filling of the lifeboats?

Mr. WOOLNER. I do not think I remember any orders. I do not think any orders were necessary.

Senator SMITH. You mean that the men stood back and passed the women and children forward?

Mr. WOOLNER. Yes.

Senator SMITH. There was no crowding?

Mr. WOOLNER. None.

Senator SMITH. No jostling?

Mr. WOOLNER. None.

Senator SMITH. Were these boats all filled in your presence?

Mr. WOOLNER. On the port side?

Senator SMITH. On the port side.

Mr. WOOLNER. Not all. I think we missed one, because I said to Steffanson: “Let us go down on the deck below and see if we can find any people waiting about there.” So we went down onto A deck and we found three women who did not seem to know their way, and we brought them up.

Senator SMITH. Who were they? Do you know?

Mr. WOOLNER. I do not know.

Senator SMITH. Passengers, or part of the crew?

Mr. WOOLNER. No; they might have been, I should think, second or third class passengers, but I did not examine them very carefully. You see, it was not very light.

Senator SMITH. You took them up to the boat deck?

Mr. WOOLNER. Yes; and they got on all right.

Senator SMITH. Did you see officers at these boats besides the captain?

Mr. WOOLNER. Yes; the first officer.

Senator SMITH. Mr. Murdock?

Mr. WOOLNER. Yes. He was very active.

Senator SMITH. From your own observation are you enabled to say that, so far as you know, the women and children all got aboard these lifeboats?

Mr. WOOLNER. So far as I could see, with the exception of Mrs. Straus.

Senator SMITH. Did you see her get into the boat?

Mr. WOOLNER. She would not get in. I tried to get her to do so and she refused altogether to leave Mr. Straus. The second time we went up to Mr. Straus, and I said to him: "I am sure nobody would object to an old gentleman like you getting in. There seems to be room in this boat." He said: "I will not go before the other men."

Senator SMITH. What happened then?

Mr. WOOLNER. Then they eventually lowered all the wooden life-boats on the port side, and then they got out a collapsible and hitched her onto the most forward davits and they filled that up, mostly with steerage women and children, and one seaman, and a steward, and I think one other man—but I am not quite certain about that—and when that boat seemed to be quite full, and was ready to be swung over the side, and was to be lowered away, I said to Steffanson: "There is nothing more for us to do here." Oh, no; something else happened while that boat was being loaded. There was a sort of scramble on the starboard side, and I looked around and I saw two flashes of a pistol in the air.

Senator SMITH. Two flashes of a pistol?

Mr. WOOLNER. Yes.

Senator SMITH. Pistol shots?

Mr. WOOLNER. Yes; but they were up in the air, at that sort of an angle [indicating]. I heard Mr. Murdock shouting out, "Get out of this, clear out of this," and that sort of thing, to a lot of men who were swarming into a boat on that side.

Senator SMITH. Swarming into the boat?

Mr. WOOLNER. Yes.

Senator SMITH. Was that into this collapsible boat?

Mr. WOOLNER. It was a collapsible; yes, sir.

Senator SMITH. That was the first collapsible that was lowered on the port side?

Mr. WOOLNER. On the starboard side. That was the other side.

Senator SMITH. You were across the ship?

Mr. WOOLNER. Yes.

Senator SMITH. You were then on the starboard side?

Mr. WOOLNER. Yes. We went across there because we heard a certain kind of shouting going on, and just as we got around the corner I saw these two flashes of the pistol, and Steffanson and I went up to help to clear that boat of the men who were climbing in, because there was a bunch of women—I think Italians and foreigners—who were standing on the outside of the crowd, unable to make their way toward the side of the boat.

Senator SMITH. Because these men had gathered around this collapsible boat?

Mr. WOOLNER. Yes, sir. So we helped the officer to pull these men out, by their legs and anything we could get hold of.

Senator SMITH. You pulled them out of the boat?

Mr. WOOLNER. We pulled out several, each.

Senator SMITH. How many?

Mr. WOOLNER. I should think five or six. But they were really flying before Mr. Murdock from inside of the boat at the time.

Senator SMITH. They were members of the crew?

MR. WOOLNER. I could not tell. No; I do not think so. I think they were probably third-class passengers. It was awfully difficult to notice very carefully. I got hold of them by their feet and legs. Then they cleared out, practically all the men, out of that boat, and then we lifted in these Italian women, hoisted them up on each side and put them into the boat. They were very limp. They had not much spring in them at all. Then that boat was finally filled up and swung out, and then I said to Steffanson: “There is nothing more for us to do. Let us go down onto A deck again.” And we went down again, but there was nobody there that time at all. It was perfectly empty the whole length. It was absolutely deserted, and the electric lights along the ceiling of A deck were beginning to turn red, just a glow, a red sort of glow. So I said to Steffanson: “This is getting rather a tight corner. I do not like being inside these closed windows. Let us go out through the door at the end.” And as we went out through the door the sea came in onto the deck at our feet.

Senator SMITH. You were then on A deck?

Mr. WOOLNER. Yes, sir.

Senator SMITH. And did you look on both sides of the deck to see whether there were people?

Mr. WOOLNER. Yes, sir.

Senator SMITH. You say there were none?

Mr. WOOLNER. None, the whole length of it.

Senator SMITH. The whole length of A deck you saw no people?

Mr. WOOLNER. Not a soul.

Senator SMITH. How long was that after the collapsible lifeboat that you have just referred to was lowered?

Mr. WOOLNER. Oh, quite a few minutes; a very few minutes.

Senator SMITH. You remained down there with your friend until the sea came in—water came in—on A deck?

Mr. WOOLNER. On that A deck. Then we hopped up onto the gunwale preparing to jump out into the sea, because if we had waited a minute longer we should have been boxed in against the ceiling. And as we looked out we saw this collapsible, the last boat on the port side, being lowered right in front of our faces.

Senator SMITH. How far out?

Mr. WOOLNER. It was about 9 feet out?

Senator SMITH. Nine feet out from the side of A deck?

Mr. WOOLNER. Yes.

Senator SMITH. You saw a collapsible boat being lowered?

Mr. WOOLNER. Being lowered; yes.

Senator SMITH. Was it filled with people?

Mr. WOOLNER. It was full up to the bow, and I said to Steffanson: “There is nobody in the bows. Let us make a jump for it. You go first.”

And he jumped out and tumbled in head over heels into the bow, and I jumped too, and hit the gunwale with my chest, which had on this life preserver, of course, and I sort of bounced off the gunwale and caught the gunwale with my fingers, and slipped off backwards.

Senator SMITH. Into the water?

Mr. WOOLNER. As my legs dropped down I felt that they were in the sea.

Senator SMITH. You are quite sure you jumped 9 feet to get that boat?



Mr. WOOLNER. That is my estimate. By that time, you see, we were jumping slightly downward.

Senator SMITH. Did you jump out or down?

Mr. WOOLNER. Both.

Senator SMITH. Both out and down?

Mr. WOOLNER. Slightly down and out.

Senator SMITH. It could not have been very far down if the water was on A deck; it must have been out.

Mr. WOOLNER. Chiefly out; but it was sufficiently down for us to be able to see just over the edge of the gunwale of the boat.

Senator SMITH. You pulled yourself up out of the water?

Mr. WOOLNER. Yes; and then I hooked my right heel over the gunwale, and by this time Steffanson was standing up, and he caught hold of me and lifted me in. Then we looked over into the sea and saw a man swimming in the sea just beneath us, and pulled him in.

Senator SMITH. Who was he?

Mr. WOOLNER. I do not know.

Senator SMITH. Did you pull anybody else in?

Mr. WOOLNER. No; by that time we were afloat.

Senator SMITH. Did anybody leave your lifeboat?

Mr. WOOLNER. Leave it?

Senator SMITH. Yes; after you got in.

Mr. WOOLNER. No.

Senator SMITH. Or attempt to leave it?

Mr. WOOLNER. No. By that time we were bumping against the side of the ship.

Senator SMITH. Against the *Titanic's* side?

Mr. WOOLNER. She was going down pretty fast by the bow.

Senator SMITH. You were still on the port side? Forward, or back, or amidships?

Mr. WOOLNER. We were exactly opposite the end of the glass windows on the A deck.

Senator SMITH. How many men did you find in that collapsible boat?

Mr. WOOLNER. We found one sailor, a steward, and one other man.

Senator SMITH. And your friend and yourself?

Mr. WOOLNER. And the man we pulled out of the sea.

Senator SMITH. That made six.

Mr. WOOLNER. Yes.

Senator SMITH. How many women were there in that boat?

Mr. WOOLNER. I did not count them. It seemed quite full of women and children. I should think there were about 30.

Senator SMITH. About 30 women and children?

Mr. WOOLNER. Yes, sir.

Senator SMITH. How many children?

Mr. WOOLNER. I did not count them, but quite a bunch.

Senator SMITH. Did you know any of the women, or do you know any of them now?

Mr. WOOLNER. I can not remember their names. One lady had a broken elbow bone. She was in a white woolen jacket. She sat beside me, eventually.

Senator SMITH. What officer, if any, did you find in that collapsible boat when you got in?

Mr. WOOLNER. No officer.



Senator SMITH. Who took charge of that boat?

Mr. WOOLNER. There was a seaman in the stern who steered her with an oar, but when we got out among the other boats, we obeyed the orders of the officer who was in charge of the bunch of boats.

Senator SMITH. Who was that, if you know?

Mr. WOOLNER. I think it was Mr. Lowe, the man who got his sail up.

Senator SMITH. He got his sail up?

Mr. WOOLNER. Afterwards; not then, but later. I think his name was Lowe.

Senator SMITH. How far out from the side of the *Titanic* did you go before you stopped?

Mr. WOOLNER. We got out three oars first, and shoved off from the side of the ship. Then we got her head more or less straightaway, and then we pulled as hard as we could, until, I should think, we were 150 yards away, when the *Titanic* went down.

Senator SMITH. Did you see her go down?

Mr. WOOLNER. Yes.

Senator SMITH. Were you near enough to recognize people on deck?

Mr. WOOLNER. No.

Senator SMITH. As she went down did you see or feel any suction?

Mr. WOOLNER. I did not detect any; she seemed to me to stop for about 30 seconds at one place before she took the final plunge, because I watched one particular porthole, and the water did not rise there for at least half a minute, and then she suddenly slid under with her propellers under the water.

Senator SMITH. She went down bow first.

Mr. WOOLNER. Yes.

Senator SMITH. Did you hear any explosion?

Mr. WOOLNER. No; a sort of rumbling roar, it sounded to me, as she slid under.

Senator SMITH. What, if anything, can you say to the committee regarding the discipline or absence of discipline on the part of the officers or crew after the impact?

Mr. WOOLNER. I saw no want of discipline.

Senator SMITH. Was there any warning or signal given, to your knowledge, after the boat struck, to passengers in their rooms?

Mr. WOOLNER. I can not tell you, because I simply went to my room and got my life belt and came away——

Senator SMITH. You found Mrs. Candee?

Mr. WOOLNER. She was waiting at the door of her stateroom, and I took her up on deck.

Senator SMITH. Had she received any warning at that time from anybody?

Mr. WOOLNER. Only from my asking the steward whether the orders were that we should put on life belts.

Senator SMITH. But, so far as you know, no special warning had been given to her at that time?

Mr. WOOLNER. I can not tell whether the steward went to her room; but, you see, there was no call for it. She knew what the orders were.

Senator SMITH. Who fired those two shots, do you know?

Mr. WOOLNER. Mr. Murdock, so far as I can tell.

Senator SMITH. Mr. Murdock, the chief officer?

Mr. WOOLNER. Yes; he was the first officer, was he not?

Senator SMITH. You are quite certain it was not Mr. Lowe?

Mr. WOOLNER. I am pretty certain. I think I recognized the voice of Mr. Murdock.

Senator SMITH. Mr. Lowe says he fired three shots as his lifeboat was being lowered.

Mr. WOOLNER. I do not remember them.

Senator SMITH. You got off about 150 yards from where the ship went down, and then you tied up with these other boats——

Mr. WOOLNER. We rowed on and on for some time.

Senator SMITH. Was your boat alone?

Mr. WOOLNER. Yes; for quite a considerable time we simply rowed out into the sea.

Senator SMITH. For how long a time?

Mr. WOOLNER. I should say a quarter of an hour. We heard other boats around about us, and when the eyes got accustomed to the darkness one could see a certain amount.

Senator SMITH. Did you have any light in your boat?

Mr. WOOLNER. There was a lantern, but there was no oil in it.

Senator SMITH. After pulling out for 15 minutes or so, what took place?

Mr. WOOLNER. Then some officer came along and said: “I want all these boats tied up by their painters, head and tail, so as to make a more conspicuous mark”; and we did that; and there was no call to row much after that because we were simply drifting about.

Senator SMITH. Did you go back to the scene of the wreck after pulling out this 150 or 200 yards?

Mr. WOOLNER. No.

Senator SMITH. Was there any attempt made by your boat to go back, so far as you know?

Mr. WOOLNER. Not by our boat; no.

Senator SMITH. Did the women urge that the boat be taken back?

Mr. WOOLNER. No.

Senator SMITH. Did you hear any officer say that the boat should be taken back to the scene of the wreck?

Mr. WOOLNER. I did not.

Senator SMITH. After you got tied together, what did you do?

Mr. WOOLNER. We drifted about for a long time.

Senator SMITH. Drifted?

Mr. WOOLNER. Yes; just drifted about. There was nothing to do.

Senator SMITH. And waited until daylight?

Mr. WOOLNER. Yes; and then dawn began to break very slowly, and we could see more.

Senator SMITH. During the time that you were drifting about did you see any lights in any direction other than those that were on the lifeboats?

Mr. WOOLNER. I could not tell; but there was a green light that appeared, not all the time, but most of the time, down to the south.

Senator SMITH. How far away?

Mr. WOOLNER. I could not tell, but I should think about half a mile or a mile.

Senator SMITH. That was probably the green light that was on Officer Boxhall's boat?

Mr. WOOLNER. Very likely. I did not identify it.

Senator SMITH. Did you see any lights beside that, in any direction, that looked like the lights of a ship?

Mr. WOOLNER. No.

Senator SMITH. Or did you see any rockets?

Mr. WOOLNER. I think I saw a rocket, rather in the direction where the *Carpathia* came up; but it was very distant.

Senator SMITH. How long before the *Carpathia* came up?

Mr. WOOLNER. Considerably after the sun rose.

Senator SMITH. After daybreak did you sight the *Carpathia* right away?

Mr. WOOLNER. No, sir; we did not sight the ship. Other things happened before then.

Senator SMITH. Tell what happened.

Mr. WOOLNER. An officer came down and said he wanted to empty some of the people out of his boat, because he wanted to go and rescue some people who were on what he called a raft; and they put some people out of the boat, as many as our boat would hold. Probably 5 or 6 were put in our boat, which brought us down very close to the water.

Senator SMITH. That was Mr. Lowe's boat?

Mr. WOOLNER. I think it was.

Senator SMITH. And they took the people out of Mr. Lowe's boat?

Mr. WOOLNER. Into other boats.

Senator SMITH. And did they put some oarsmen into Mr. Lowe's boat?

Mr. WOOLNER. Yes; and then he got a crew, mostly of sailors, I think.

Senator SMITH. He recruited a crew from amongst those lifeboats?

Mr. WOOLNER. Yes; or he may have turned out certain men from his boat and got others.

Senator SMITH. And you went in the direction of this swamped boat?

Mr. WOOLNER. Yes; and took the men on board.

Senator SMITH. Did you go with him?

Mr. WOOLNER. No, no. We were very heavily laden then.

Senator SMITH. When it got daylight did you see any icebergs or floating ice?

Mr. WOOLNER. Yes; a number of icebergs.

Senator SMITH. How near the place where the *Titanic* went down?

Mr. WOOLNER. It is was rather difficult to identify that unless one took the wreckage that was floating away as an indication of where she went down. Taking that, I would say that the nearest was several miles away; but there were a great many of them.

Senator SMITH. At daylight?

Mr. WOOLNER. Yes; and they were of different colors as the sun struck them. Some looked white and some looked blue, and some sort of mauve, and others were dark gray.

Senator SMITH. Did any look black?

Mr. WOOLNER. A dark sort of gray.

Senator SMITH. How large were they?

Mr. WOOLNER. It is very difficult to tell.

Senator SMITH. Did you see any as large as the Capitol Building, here?

Mr. WOOLNER. No; there was one double-toothed one that looked to be of good size.

Senator SMITH. How high; 100 feet high?

Mr. WOOLNER. I should think it must have been; but it was a considerable distance away.

Senator SMITH. About 20 or 30 feet higher than the *Titanic*?

Mr. WOOLNER. It may easily have been that.

Senator SMITH. Did you see any field ice?

Mr. WOOLNER. Yes.

Senator SMITH. How much of that?

Mr. WOOLNER. I saw a faint line, what looked like a faint line along the horizon; but when we got on the *Carpathia*, we saw it was a huge floe which stretched out, I do not know how far, but we were several hours steaming along it.

Senator SMITH. Twenty or thirty miles?

Mr. WOOLNER. Quite that, I should say.

Senator SMITH. And did that field ice follow closely these icebergs?

Mr. WOOLNER. No; they looked more like scouts out in front.

Senator SMITH. Out in front?

Mr. WOOLNER. By out in front I mean to the south.

Senator SMITH. That is, the icebergs were out south of the field ice?

Mr. WOOLNER. That is the way it looked to me.

Senator SMITH. The field ice came down behind it how far?

Mr. WOOLNER. One could not see whether it moved at all. It seemed to be absolutely stationary the whole time; but there were lumps on it, sort of lumps like haystacks or little mountains.

Senator SMITH. I have not yet been able to discover—and I hope you will pardon me for persisting—how far to the north of these large icebergs this field ice lay.

Mr. WOOLNER. From the boat it looked like a little white, thin line along the horizon. I could not possibly judge how far.

Senator SMITH. That is, the water line?

Mr. WOOLNER. The water line, and then a line of brilliant ice. From the boat I could not tell how far it was.

Senator SMITH. Did the icebergs seem to be moving?

Mr. WOOLNER. I did not watch them very closely.

Senator SMITH. The *Carpathia* lingered in that vicinity for an hour or so?

Mr. WOOLNER. Yes; she seemed to come up very slowly and then she stopped. Then we looked out and we saw that there was a boat alongside her, and then we realized that she was waiting for us to come up to her instead of her coming to us, as we hoped. Then, just at that time, when we began to row toward the *Carpathia*, Mr. Lowe came down with his boat under sail, again, and hailed us and said, “Are you a collapsible?” We answered, “Yes.” He said, “How are you?” I said, “We have about all we want.” He said, “Would you like a tow?” We answered, “Yes, we would.” So he took our painter and towed us away from the *Carpathia*, and then we looked and saw that there was another little group of people standing up in the sea who had to be rescued, and there were about——

Senator SMITH. Where were they?

Mr. WOOLNER. They were standing on an upturned boat.

Senator SMITH. That is, on the bottom of the upturned boat?

Mr. WOOLNER. Yes, sir.

Senator SMITH. How many of them were there?

Mr. WOOLNER. I do not know how many of them, but it looked like a dozen or 13.

Senator SMITH. Were there any women among them?

Mr. WOOLNER. One; one woman with black hair. A man helped her in the boat first, when it came alongside.

Senator SMITH. Did you go in that boat?

Mr. WOOLNER. We were only our painter's length away. Mr. Lowe took them all on board his boat.

Senator SMITH. Would you recognize them?

Mr. WOOLNER. The men?

Senator SMITH. Yes.

Mr. WOOLNER. One man I saw was a first-class passenger whom I had seen in the saloon.

Senator SMITH. Look at that young man back of you and see whether you saw him there?

Mr. WOOLNER. I do not remember him.

Senator SMITH. Who had charge of that upturned boat?

Mr. WOOLNER. I do not know, at all.

Senator SMITH. Any officer?

Mr. WOOLNER. I did not recognize anybody. I did not know any of them by sight. They were simply people.

Senator SMITH. Was this boat that you jumped into hanging straight down from the davits——

Mr. WOOLNER (interrupting). Rather out than straight down.

Senator SMITH (continuing). On the boat deck, or was it held out from the side of A deck by anything?

Mr. WOOLNER. No; it seemed to me to be hanging out from the ship, because the ship had a list to port. That is how it appeared to me.

Senator SMITH. The ship listed to the port side?

Mr. WOOLNER. Yes; and that is why I judge the boat was hanging out so far away.

Senator SMITH. And that threw this lifeboat out away from the side of the ship?

Mr. WOOLNER. Yes, sir; that is how I judged it.

Senator SMITH. About 9 feet?

Mr. WOOLNER. Yes, sir; I should judge it was about that; about 8 feet 6, perhaps. It was not less than 8 feet, and probably 9.

Senator SMITH. Did the lifeboats appear to be new?

Mr. WOOLNER. I could not tell. They were perfectly watertight.

Senator SMITH. Did you have any food or water in your lifeboat?

Mr. WOOLNER. We had a water breaker, I think they call it; but there was no water in it.

Senator SMITH. Did you have any food in the boat?

Mr. WOOLNER. Not that I know of.

Senator SMITH. Did anybody ask for food?

Mr. WOOLNER. No. A sailor offered some biscuits, which I was using for feeding a small child who had waked up and was crying. It was one of those little children for whose parents everybody was looking; the larger one of those two.

Senator SMITH. Its mother was not on this boat?

Mr. WOOLNER. No.

Senator SMITH. How old was that child?

Mr. WOOLNER. I should think it was about 5, as nearly as I can judge.

Senator SMITH. Do you know of what nationality it was?

Mr. WOOLNER. I could not quite make out.

Senator SMITH. Do you know whether it was English or American?

Mr. WOOLNER. I should say it was not either. I should think it was——

Senator SMITH (interposing). I mean whether it belonged to an English parent or American parent?

Mr. WOOLNER. It looked like a French child; but it kept shouting for its doll, and I could not make out what it said before that. It kept saying it over and over again.

Senator SMITH. Were there two of these children in the boat?

Mr. WOOLNER. I can not tell. This is the only one that I had anything to do with. There were several other children in the boat. We handed them into a bag, and they were pulled up the *Carpathia's* side.

Senator SMITH. Have you seen them since?

Mr. WOOLNER. Yes; I think I saw it once on the *Carpathia*. It had very curly hair; light brownish curly hair.

Senator SMITH. Was the child identified on the *Carpathia*?

Mr. WOOLNER. Not as far as I know.

Senator SMITH. From what you say, Mr. Woolner, I should judge that you have no complaint to make about the discipline of the crew or the conduct of the officers?

Mr. WOOLNER. Absolutely none.

Senator SMITH. And you do not know whether these men that crowded up around there, and crowded the women back, were of the crew or were passengers?

Mr. WOOLNER. I could not possibly tell.

Senator SMITH. That is the only instance where they did crowd?

Mr. WOOLNER. That is the only instance that I saw.

Senator SMITH. On the way out from this group of lifeboats that were tied together to the swamped boat where these people were standing up in the water——

Mr. WOOLNER (interrupting). The first one or the last one?

Senator SMITH. The first one. At that time did you hear any revolver shots?

Mr. WOOLNER. Yes.

Senator SMITH. Who fired them?

Mr. WOOLNER. I think it was then. I do not know who fired them. Somebody fired, I think, 4 shots in rapid succession, and we in our boat were wondering what it was, and somebody in our boat said, “I suppose it is meant for a signal.”

Senator SMITH. Could you see the man who fired the shots?

Mr. WOOLNER. No; they were so rapid one hardly had time to turn one's head around.

Senator SMITH. You would not recognize him if I were to point him out to you?

Mr. WOOLNER. No; he was quite a ways off.

Senator SMITH. Did that firing of those shots seem to add to the composure of the situation?

Mr. WOOLNER. It did not excite anybody. Nobody took any notice of it. They did not know what it meant, and they did not take any notice of it.



Senator SMITH. Were you looking at the *Titanic* when she went down?

Mr. WOOLNER. Yes.

Senator SMITH. As you were looking at her when she went down, do you think she broke in two?

Mr. WOOLNER. I did not think so.

Senator SMITH. You did not hear any explosions?

Mr. WOOLNER. No, sir; only a continuous rumbling noise.

Senator SMITH. As she was going down?

Mr. WOOLNER. Yes.

Senator SMITH. Were you where you could see the funnels?

Mr. WOOLNER. You could not really see a thing when the lights went out. It was all brilliantly lighted at the stern end, and suddenly the lights went out, and your eyes were so unaccustomed to the darkness, you could see nothing, and you could only hear sounds.

Senator SMITH. Did you see anyone on the ship at all when you jumped into this lifeboat?

Mr. WOOLNER. There was nobody in sight.

Senator SMITH. Nobody on your deck?

Mr. WOOLNER. Not a soul.

Senator SMITH. And you saw no one on the other decks, I presume, as you were being lowered? I presume it was impossible for you to see those upper decks until you got out from the ship?

Mr. WOOLNER. Quite so. We were right up close, and it was like the side of a house, and we could see nothing at all.

Senator SMITH. Do you think you have said everything that tends to throw any light on this inquiry regarding the ship, its crew, or officers, or equipment?

Mr. WOOLNER. I can not think of anything else, sir.

Senator SMITH. You say the speed of the ship greatly increased?

Mr. WOOLNER. Judging by the log.

Senator SMITH. And you looked at the log?

Mr. WOOLNER. Quite so.

Senator SMITH. Did you look at it the first day out?

Mr. WOOLNER. I was not very much interested, because it was not a full 24 hours. I do not remember what that figure was.

Senator SMITH. Did you look at it the second day out?

Mr. WOOLNER. Yes.

Senator SMITH. What did it record then?

Mr. WOOLNER. As I remember, it was 514—514, I think it was; either 500 or 400. I think it was 514, and then 546 the next day.

Senator SMITH. You said 314 before.

Mr. WOOLNER. Did I? I meant 514.

Senator SMITH. You meant 514 and 546?

Mr. WOOLNER. Yes.

Senator SMITH. You want your statement to stand corrected in that regard?

Mr. WOOLNER. If you please; if you will kindly correct it.

Senator SMITH. When did you next see the log?

Mr. WOOLNER. I do not remember any more.

Senator SMITH. When did you see the record next?

Mr. WOOLNER. I do not remember any figure.

Senator SMITH. You saw it twice?



Mr. WOOLNER. Yes, sir; it was about 40 miles more the second time, I think.

Senator SMITH. It had increased?

Mr. WOOLNER. About 40 miles, as nearly as I can remember. I have not thought of the figures since I looked at them, and I do not pretend to remember them accurately.

Senator SMITH. That was for one day's run?

Mr. WOOLNER. Yes.

Senator SMITH. A full day's run, 24 hours?

Mr. WOOLNER. Yes, sir.

Senator SMITH. What time was that? Do you know? Was it noon, Sunday?

Mr. WOOLNER. Yes; noon, Sunday. It was put up at about 1 o'clock on Sunday, in the companionway.

Senator SMITH. Did you see the *Californian* at the scene of the wreck?

Mr. WOOLNER. I saw her when she came up within a mile or two of the *Carpathia*.

Senator SMITH. Did you see any ice between the *Californian* and the *Carpathia* at that time?

Mr. WOOLNER. I don't think there was any between them; no. I think there was some behind the *Californian*.

Senator SMITH. Did you see the *Mount Temple* that morning?

Mr. WOOLNER. No; I did not.

Senator SMITH. This Canadian Pacific Railway boat?

Mr. WOOLNER. No.

Senator SMITH. I think that is all, Mr. Woolner, and we are very much obliged to you for your courtesy.

Witness excused.

Senator SMITH. Mr. Sammis, I will not delay you longer. We may ask something of you later, but not to-day.

Mr. SAMMIS. Thank you.

#### TESTIMONY OF MR. HAROLD S. BRIDE—Recalled.

Senator SMITH. Mr. Bride, you were sworn in New York, and I hoped to have some of my colleagues here to examine you. There are one or two things I want to ask you. First, I would like to know how much you received for the story you gave to the New York Times.

Mr. BRIDE. I received a thousand dollars.

Senator SMITH. I want to ask whether, on the way from the scene of the disaster to New York, you were at the wireless apparatus aboard the *Carpathia*?

Mr. BRIDE. Yes, sir; I was at the wireless apparatus from Tuesday night to the time of docking.

Senator SMITH. All of the time?

Mr. BRIDE. I relieved Mr. Cottam, watch and watch.

Senator SMITH. How much of that time did you spend at the apparatus?

Mr. BRIDE. Mr. Cottam spent a great majority of the time in the actual transmission, and I was preparing the messages for him for transmission, and myself I did a certain amount.

Senator SMITH. You had been injured on the *Titanic*?

Mr. BRIDE. Yes, sir.

Senator SMITH. And notwithstanding that, you relieved him?

Mr. BRIDE. Yes, sir.

Senator SMITH. I want you to tell again, because there seems to be a little confusion about it, when you last saw the captain of the *Titanic*?

Mr. BRIDE. The last I saw of the captain of the *Titanic*, he went overboard from the bridge about, I should think, three minutes before I left it myself.

Senator SMITH. Did he have a life preserver on?

Mr. BRIDE. I could not say, sir.

Senator SMITH. You said in New York the other day that he did not. Do you want to correct that?

Mr. BRIDE. Yes; I want to correct it. He had not a life preserver on the whole of the time when we were working; when he came into the cabin at frequent intervals. We had not a life preserver on then.

Senator SMITH. How long was that before the ship sank?

Mr. BRIDE. That was from the time of the beginning of the catastrophe to the end.

Senator SMITH. At no time did you see him with a life preserver on?

Mr. BRIDE. No.

Senator SMITH. You spoke the other day of your mate, Phillips, who was the chief operator, I believe——

Mr. BRIDE. Yes, sir.

Senator SMITH (continuing) and yourself, putting on life preservers, as I recollect, about 10 minutes before the boat sank?

Mr. BRIDE. Yes; I think it would be somewhere about that time before the boat sank; I could not say for certain.

Senator SMITH. And you did not leave the ship until the captain gave your permission?

Mr. BRIDE. No.

Senator SMITH. Had everyone else gone?

Mr. BRIDE. No, sir; there were several people about.

Senator SMITH. Passengers?

Mr. BRIDE. I could not say. I should think they would be passengers, or crew; there were quite a number of sailors who assisted in getting the collapsible off the top deck.

Senator SMITH. Did any of them get into it?

Mr. BRIDE. No, sir; I think I was the only one that was in it.

Senator SMITH. When did you get in, before it left the side of the *Titanic*?

Mr. BRIDE. I was not exactly in it, either; I got hold of it. That was as far as I got.

Senator SMITH. You got hold of it?

Mr. BRIDE. Yes.

Senator SMITH. And as it fell into the water it fell over you, upside down; is that correct?

Mr. BRIDE. Yes, sir.

Senator SMITH. So that you were down under this overturned boat?

Mr. BRIDE. Yes, sir.

Senator SMITH. You swam out from under that boat, and at that time you saw the boat sink?

Mr. BRIDE. Which boat?

Senator SMITH. The *Titanic*.

Mr. BRIDE. A short time after that I saw the *Titanic* sink.

Senator SMITH. How many minutes afterwards?

Mr. BRIDE. The time was long enough to give me a chance of getting away from the *Titanic* itself.

Senator SMITH. From the side?

Mr. BRIDE. The distance I estimate at 150 feet.

Senator SMITH. You had time to get 150 feet away from the side, and then she sank?

Mr. BRIDE. Yes.

Senator SMITH. Then you found your way back to this overturned collapsible boat?

Mr. BRIDE. Yes, sir.

Senator SMITH. And by that time you say it was crowded?

Mr. BRIDE. Yes, sir.

Senator SMITH. And you got on?

Mr. BRIDE. Yes, sir.

Senator SMITH. Between the time that you got into the water and the time that the *Titanic* went down I understood you to say you saw the captain still on the deck?

Mr. BRIDE. No, sir; I said the captain left the *Titanic* a minute or two minutes before I left the *Titanic* myself. He left by way of the bridge.

Senator SMITH. He must have left immediately after telling you to take care of yourself?

Mr. BRIDE. No, sir; because we did not leave the cabin immediately the captain told us to.

Senator SMITH. What did you do?

Mr. BRIDE. Phillips gave another call of C. Q. D., I believe, and had an answer to it.

Senator SMITH. From whom?

Mr. BRIDE. I could not say whom the answer was from. I could hear what Mr. Phillips was sending, but I could not hear what he was receiving.

Senator SMITH. And he did not state to you from whom the answer came?

Mr. BRIDE. No, sir.

Senator SMITH. And you had no means of fixing the source of that message?

Mr. BRIDE. No, sir. I do not think there was an answer, because he would have told me if there had been.

Senator SMITH. Was your C. Q. D. confirmed by any other ship's operator.

Mr. BRIDE. Phillips called C. Q. D. and listened for an answer, but whether he got one or not I can not tell. He did not tell me he had an answer. He did not say he had not got an answer.

Senator SMITH. And you never talked with him about it after that?

Mr. BRIDE. No, sir.

Senator SMITH. Did you ever see him alive after that?

Mr. BRIDE. I saw him walking aft as I was helping to get the collapsible onto A deck.

Senator SMITH. And he got aboard the collapsible, too?

Mr. BRIDE. So I am told.

Senator SMITH. As I recollect, you say he died before you got to the *Carpathia*?

Mr. BRIDE. Yes, sir.

Senator SMITH. So you are unable to fix, by any means, the source of this answer that he got?

Mr. BRIDE. I think he would have stated it if he had had an answer.

Senator SMITH. Was that last C. Q. D. all you said, or all he said?

Mr. BRIDE. That was the last, because we were of the opinion at the end that we were not getting a spark, owing to the poor supply of power.

Senator SMITH. The power had been impaired?

Mr. BRIDE. The power was being impaired all the time.

Senator SMITH. And you were not getting your full spark?

Mr. BRIDE. No, sir.

Senator SMITH. That interfered somewhat with the results?

Mr. BRIDE. Yes, sir.

Senator SMITH. Do you recollect being in communication with the *Mount Temple* during Sunday evening?

Mr. BRIDE. No, sir; I can not recollect it.

Senator SMITH. I want to fix this fact in the record, so that there can be no question about it. What was the hour when the *Californian* tried to get you Sunday evening?

Mr. BRIDE. With the ice report?

Senator SMITH. Yes.

Mr. BRIDE. It was in the vicinity of 5 o'clock. It may have been before or it may have been after that time.

Senator SMITH. And at that time you were figuring up your accounts?

Mr. BRIDE. Yes, sir.

Senator SMITH. And did not reply to the *Californian* for 30 minutes,

Mr. BRIDE. I should not say it was 30 minutes. It was nearer 20 minutes.

Senator SMITH. And when you did reply, what information did you get?

Mr. BRIDE. The *Californian* transmitted the ice report to the *Baltic*, and when the *Baltic* had acknowledged to the *Californian* the receipt of the ice report I did the same.

Senator SMITH. Then the *Californian*, that had been trying to get you about 5 o'clock to give you these ice reports, was unable to give you directly a warning about the ice?

Mr. BRIDE. No, sir.

Senator SMITH. You got it through the *Baltic*?

Mr. BRIDE. No, sir; I read it as it was being sent to the *Baltic*.

Senator SMITH. I understand; but I think the record shows that the message was sent out by the *Californian* on Sunday about 5 o'clock to the *Titanic*, or communication was undertaken with the *Titanic* about that time, to warn you of ice. Am I right?

Mr. BRIDE. Yes, sir.

Senator SMITH. They were unable to do so because you did not respond promptly to their message.

Mr. BRIDE. To the first call.

Senator SMITH. Whereupon the *Californian* got into communication with the *Baltic*?

Mr. BRIDE. Yes, sir.

Senator SMITH. And you picked up the message from the *Californian* to the *Baltic*?

Mr. BRIDE. Yes, sir.

Senator SMITH. At what hour?

Mr. BRIDE. I should say it would be about 20 minutes after the *Californian* had called me with the report.

Senator SMITH. What did that message say?

Mr. BRIDE. It stated, as far as I can recollect it, that the *Californian* had just passed three large icebergs, and he gave the latitude and longitude.

Senator SMITH. Of his ship?

Mr. BRIDE. Of the *Californian*, when she passed the icebergs.

Senator SMITH. Do you recollect the position of the *Californian*?

Mr. BRIDE. No, sir.

Senator SMITH. When you received that message did you take it to the bridge?

Mr. BRIDE. Yes, sir.

Senator SMITH. To whom did you deliver it?

Mr. BRIDE. To the officer on watch, sir.

Senator SMITH. Do you know who that officer was?

Mr. BRIDE. No, sir.

Senator SMITH. Was it Mr. Murdock?

Mr. BRIDE. I could not say who it was.

Senator SMITH. Was it the captain?

Mr. BRIDE. No, sir.

Senator SMITH. You are positive you delivered it?

Mr. BRIDE. Yes, sir.

Senator SMITH. In person?

Mr. BRIDE. Yes, sir.

Senator SMITH. Who took it, Phillips or yourself?

Mr. BRIDE. I took it myself, sir.

Senator SMITH. Did you receive any other messages on Sunday warning the *Titanic* of ice?

Mr. BRIDE. Not to my knowledge, sir.

Senator SMITH. I believe you do not recollect having received anything from the *Amerika*?

Mr. BRIDE. No, sir.

Senator SMITH. Do you know whether the captain was on the bridge when you delivered that message?

Mr. BRIDE. I did not see him on the bridge when I delivered that message.

Senator SMITH. Now let us fix exactly the first message you received after you sent out your first C. Q. D. call. What was the first reply you received?

Mr. BRIDE. The first reply we received was from the *Frankfurt*.

Senator SMITH. Of the North German Lloyd Line?

Mr. BRIDE. I could not say what company she belonged to.

Senator SMITH. Was that an immediate reply?

Mr. BRIDE. I should think so, sir.

Senator SMITH. Did the *Frankfurt* give her position?

Mr. BRIDE. No, sir.

Senator SMITH. You are positive of that?

Mr. BRIDE. Yes, sir.

Senator SMITH. Did you or did Mr. Phillips take the *Frankfurt* message?

Mr. BRIDE. Mr. Phillips.

Senator SMITH. Were you present at the time?

Mr. BRIDE. Yes, sir.

Senator SMITH. What was the reply?

Mr. BRIDE. Mr. Phillips told me to write in the log the result of the replies as he told me, and the reply was, “O. K. Stand by.” That was the reply the *Frankfurt* gave to our C. Q. D. and position.

Senator SMITH. What is the meaning of “Stand by”?

Mr. BRIDE. It tells you that he has not finished corresponding with you.

Senator SMITH. Did you infer from that that he had not enough information?

Mr. BRIDE. You infer from “Stand by” that he is going to report, or he is getting something for you, and he will call you again in a minute or so.

Senator SMITH. Does that mean, “Hold on; I will talk with you later”?

Mr. BRIDE. Yes, sir.

Senator SMITH. Did he talk with you later?

Mr. BRIDE. Yes, sir.

Senator SMITH. What did he say?

Mr. BRIDE. He said: “What is the matter?”

Senator SMITH. And that is all. I do not think I shall ask you to repeat what you said to him. You do not wish to change it, as I understand. You did not hear from him again.

What ship did you next hear from?

Mr. BRIDE. The *Carpathia*, sir.

Senator SMITH. How long after this last message from the *Frankfurt*?

Mr. BRIDE. Mr. Phillips just called “C. Q. D.,” and gave our position and the *Carpathia* responded immediately.

Senator SMITH. At that time you did not know, and you do not know now, how far the *Frankfurt* was from you?

Mr. BRIDE. No, sir.

Senator SMITH. Did the *Carpathia* give her position?

Mr. BRIDE. Yes, sir.

Senator SMITH. With the first response to the C. Q. D.?

Mr. BRIDE. No, sir; we waited about two minutes for the *Carpathia*’s position.

Senator SMITH. What did the *Carpathia* say in response to the C. Q. D. call?

Mr. BRIDE. Mr. Phillips told her we were sinking fast, and to report it.

Senator SMITH. When the *Carpathia* replied to this, what did she do? Did she give you her position?

Mr. BRIDE. Yes, sir.

Senator SMITH. Anything further?

Mr. BRIDE. She said she was coming to our assistance full speed, or words to that effect.

Senator SMITH. After that did you have any communication with any other ship?

Mr. BRIDE. Yes, sir.

Senator SMITH. Except the *Carpathia*?

Mr. BRIDE. Yes, sir; with the *Olympic* and the *Baltic*.

Senator SMITH. I believe you said they gave you their positions?



Mr. BRIDE. Yes, sir.

Senator SMITH. I have forgotten whether you recalled them or not.

Mr. BRIDE. I do not recall them.

Senator SMITH. At that time did you know, or did you have any means of knowing, or were you advised by the captain or anyone else, which one of these ships was in closest proximity to the *Titanic*?

Mr. BRIDE. Yes, sir. We were told that the *Carpathia* was the nearer; but the captain did not express any opinion on the *Frankfurt*, because he had not got their position. It was Mr. Phillips who expressed the opinion that the *Frankfurt* was nearer, and he was judging by the relative strength of the signals.

Senator SMITH. How do you account for the fact that the *Titanic* was not in communication with the *Californian* after about 5 o'clock Sunday afternoon?

Mr. BRIDE. The *Titanic* had not been in communication with the *Californian* because there was no necessity for it.

Senator SMITH. How do you account for the fact that the *Californian* did not receive the C. Q. D. call?

Mr. BRIDE. The operator might not have been on watch.

Senator SMITH. If the operator had been on watch on the *Californian*, and the *Californian* was only 19 miles away, and your C. Q. D. call had been received, the entire situation might have been different?

Mr. BRIDE. Yes, sir.

Senator SMITH. Mr. Bride, did you receive, or did Mr. Phillips to your knowledge receive, a wireless message from the *Californian* at 11.15, ship's time, or about 10 o'clock New York time, Sunday evening, saying "Engines stopped. We are surrounded by ice"? Now, think hard on that, because I want to know whether you took that message.

Mr. BRIDE. Mr. Phillips was on watch at the time.

Senator SMITH. Do you know whether he received a message of that kind?

Mr. BRIDE. He did not say so, sir.

Senator SMITH. And you have no means of knowing?

The witness did not answer.

Senator FLETCHER. What do you mean by saying there was no necessity for keeping in communication with the *Californian*?

Mr. BRIDE. If the *Californian* had anything for us he would call us, or if we had anything for the *Californian* we would call him; and there was no necessity for us to call the *Californian* unless we had business with him, or vice versa, because it would then interrupt other traffic.

Senator FLETCHER. The *Californian* said he was endeavoring to communicate with you and you stopped him and said he was jamming. Do you know about that?

Mr. BRIDE. No; the chances are he might have been jamming during the evening, when the senior operator was working Cape Race.

Senator FLETCHER. But you can not say that you on the *Titanic* knew of all that he was endeavoring to communicate?

Mr. BRIDE. No, sir.

Senator SMITH. Do you know whether when this message or communication was attempted at 10 o'clock, New York time, Sunday night, saying that the engines had stopped and they were surrounded by ice, the *Californian* operator was told "Keep out; am working Cape Race"?



Mr. BRIDE. I heard nothing about it at all, sir.

Senator SMITH. Would Mr. Phillips have made a memorandum of such a message if he had received it?

Mr. BRIDE. He would have if the *Californian* had persisted in sending it.

Senator SMITH. Did you ever see any record of that kind? . . .

Mr. BRIDE. No, sir.

Senator SMITH. The records of the *Titanic* are all lost?

Mr. BRIDE. I had a glance at the log for that evening as I was writing it up at the time of the disaster.

Senator SMITH. At the time of the disaster?

Mr. BRIDE. But I can not recollect any communication with the *Californian* having been noted down.

Senator SMITH. After 5 o'clock?

Mr. BRIDE. Yes, sir.

Senator SMITH. The *Californian's* log shows that they sent that message to the *Titanic* at 11.15 ship's time, or 10 o'clock New York time.

Mr. BRIDE. I may have overlooked it.

Senator SMITH. If you had heard such a message as that you would have regarded it as important, would you not?

Mr. BRIDE. I should have taken it myself; yes, sir.

Senator SMITH. Were you working with Cape Race, or was Phillips, to your knowledge, just before the collision with the iceberg?

Mr. BRIDE. As far as I recollect Phillips had finished working with Cape Race 10 minutes before the collision with the iceberg. He made mention of the fact when I turned out.

Senator SMITH. I think you told me the other day in New York the time that elapsed after the collision or impact before you sent the C. Q. D. call out. I want to be sure I have it, so I am asking it again.

Mr. BRIDE. I could not call it to mind now, sir.

Senator SMITH. What is your best recollection?

Mr. BRIDE. My best recollection would be somewhere in the vicinity of 10 minutes, sir, because Mr. Phillips and I were discussing one or two things before the captain came and told us to call for assistance.

Senator SMITH. What were you discussing?

Mr. BRIDE. We were discussing what Mr. Phillips thought had happened to the ship and the working of Cape Race.

Senator SMITH. Did the captain come personally?

Mr. BRIDE. Yes, sir.

Senator SMITH. To the operating room?

Mr. BRIDE. Yes, sir.

Senator SMITH. And he told you or told Phillips to send this call out?

Mr. BRIDE. He told Phillips to send the call out.

Senator SMITH. And he came frequently to your operating room after that and urged you to send out the C. Q. D. again?

Mr. BRIDE. Yes, sir.

Senator SMITH. Do you recollect the captain of the *Carpathia* testifying the other day that he got your C. Q. D. call at 10.45, New York time?

Mr. BRIDE. I did not hear that, sir.

Senator SMITH. Assuming that you got into immediate communication with the *Carpathia* when you sent out your C. Q. D. call, the message would have been completed in an instant, would it not?

Mr. BRIDE. Yes, sir.

Senator SMITH. If this collision occurred at 9.50, New York time, and the *Carpathia* received your C. Q. D. call at 10.25, New York time, considerable time had elapsed between the time you sent out your call and the time it was received?

Mr. BRIDE. Yes, sir.

Senator SMITH. How do you account for that?

Mr. BRIDE. Maybe it was a difference between the clocks of the two ships.

Senator SMITH. You mean that the time may have been set back on one and not on the other?

Mr. BRIDE. That is New York time you are talking about?

Senator SMITH. I am talking about New York time.

Mr. BRIDE. You see, on these ships each operator has a clock for the purpose of keeping New York time and Greenwich time on the way across.

Senator SMITH. I will read what the captain says, and see if we can work this out.

Capt. Rostron said:

At 12.35 a. m. on Monday I was informed of the urgent distress signal from the *Titanic*.

Question. By whom?

Capt. ROSTRON. By our wireless operator, and also by the first officer. The wireless operator had taken the message and run with it up to the bridge and gave it to the first officer, who was in charge, with a junior officer with him, and both ran down the ladder to my door and called me. I had only just turned in. It was an urgent distress signal from the *Titanic*, requiring immediate assistance, and giving me his position. The position of the *Titanic* at the time was  $41^{\circ} 46'$  north,  $50^{\circ} 14'$  west. I can not give you our correct position.

Question. Did you give the hour?

Capt. ROSTRON. Yes; 12.35. That was our apparent time. I can give you the New York time, if you would rather have it.

Question. Yes; please do so.

Capt. ROSTRON. The New York time at 12.35 was 10.45 p. m., Sunday night. Immediately on getting the message I gave the order to turn the ship around, and immediately I had given that order I asked the operator if he was absolutely sure it was a distress signal from the *Titanic*. I asked him twice.

Assuming that the message was received a few moments before it was handed to the captain—and they seem to have responded very promptly—they did not get your message until 10.45 New York time, or 12.35 ship's time. Fifty-five minutes elapsed between the time you say you gave the signal and the time Capt. Rostron says he received it.

Mr. BRIDE. There must be a mistake in the time somewhere.

Senator SMITH. I wish you would think hard and see if you can straighten that out in some way. I do not like to leave that discrepancy.

Mr. BRIDE. I have no recollection of the times these various incidents took place, but I can give you a fairly good estimate of the times between the incidents.

Senator SMITH. No; but you have fixed as best you could the interval between the time of the collision and the time the captain came to your room and told you to send out the C. Q. D. call?

Mr. BRIDE. Yes, sir.

Senator SMITH. You have fixed that, to the best of your recollection, as 10 minutes?

Mr. BRIDE. Yes, sir.

Senator SMITH. But there is a wide discrepancy. We are all agreed as to the hour when the collision took place, but there is a discrepancy of 55 minutes between the time of the collision and the time the wireless message was received on the *Carpathia*.

Mr. BRIDE. That may be due simply to difference in the times kept by the two ships.

Senator SMITH. When it was 12 o'clock and 35 minutes on board the *Carpathia*, it should have been that same time on board the *Titanic*, which was only 53 miles away.

Let me refresh your recollection a little. The captain of the *Mount Temple*, who brought his wireless records here, says that the *Mount Temple* received the C. Q. D. call at 10.25, New York time, and the *Mount Temple* was further away from the *Titanic* than the *Carpathia*. Then I think Cape Race received the C. Q. D. call about the same time the *Mount Temple* received it. I do not want, if it is possible to avoid it, to leave this discrepancy of 55 minutes between the time this call was sent out and the time the *Carpathia* received it.

Mr. BRIDE. This discrepancy is in the ship's time, I assume. The difference is between the time of the two ships and because the New York time was not taken.

Senator SMITH. Let us take ship's time. By ship's time the *Titanic* struck the iceberg at what hour?

Mr. BRIDE. Twenty minutes to 12.

Senator SMITH. At 11.40; everybody seems to be agreed on that. The captain of the *Carpathia* received the wireless message from the *Titanic* at 12.35, ship's time.

Officer Boxhall, you were astir that night, as I recollect it?

Mr. BOXHALL. Yes, sir.

Senator SMITH. And I have an impression that you said in your testimony that the C. Q. D. call was sent out about 35 minutes after the ship struck?

Mr. BOXHALL. Approximately about that time, sir, as near as I can tell. The *Carpathia's* time you mentioned there a few moments ago as 12.35. That was the apparent time, and his clocks had been altered at midnight. That ship was bound east, and his clocks had been altered.

Senator SMITH. Twenty-five minutes?

Mr. BOXHALL. No; it would be more than 25.

Senator SMITH. The first time they were changed?

Mr. BOXHALL. His clocks were altered probably about thirty-odd minutes at midnight that night.

Senator SMITH. That may account for this one message. But your testimony shows that the first C. Q. D. call went out about 35 minutes after the collision.

Mr. BOXHALL. Yes, sir.

Senator SMITH. Mr. Bride, did you or did Phillips do any business between the time of the collision and the time when the C. Q. D. call went out?

Mr. BRIDE. No, sir.

Senator SMITH. You just talked between yourselves?

Mr. BRIDE. Yes, sir.

Senator SMITH. Did you attempt to do any business with the wireless?

Mr. BRIDE. No, sir.

Senator SMITH. Did you take the exact time from a watch or clock when the collision occurred?

Mr. BRIDE. No, sir.

Senator SMITH. You did not?

Mr. BRIDE. No, sir.

Senator SMITH. Did you have a watch or clock in your room?

Mr. BRIDE. We had two clocks, sir.

Senator SMITH. Were they both running?

Mr. BRIDE. Yes, sir; one was keeping New York time and the other was keeping ship's time.

Senator FLETCHER. The difference was about 1 hour and 55 minutes?

Mr. BRIDE. There was about 2 hours difference between the two.

Senator SMITH. Mr. Franklin, in his testimony, says [reading from a memorandum]:

Received from Associated Press from Cape Race 3.05 a. m., Monday, April 15. 10.25 p. m. E. S. T.—

That is ship's time.

*Titanic* called C. Q. D.; reported having struck iceberg and required immediate assistance. Half an hour afterwards reported that they were sinking by the head.

This time, 10.25, corresponds with the time given by Capt. Rostron, and by Capt. Moore, of the *Mount Temple*, they having intercepted this message to Cape Race. In view of all this I would like to know whether you care to modify or elaborate or change your statement that the captain came to the operating room 10 minutes after the accident, or about that, and told you to put out the C. Q. D. call? Think it over.

Mr. BRIDE. I said the captain came to the cabin 10 minutes after the accident. The captain came to the cabin after I had turned out 10 minutes, and I turned out after the collision had occurred.

Senator SMITH. I assume you were in bed?

Mr. BRIDE. Yes, sir.

Senator SMITH. Between the time you turned out and the time the captain gave the order to send this message——

Mr. BRIDE. It was just about 10 minutes.

Senator SMITH. I do not know that I care to press that matter any further. Your statement stands that it was about 10 minutes. It might have been a little more.

Mr. BRIDE. As far as I recollect, Mr. Phillips did not tell me when it was that he felt the ship striking; but to the best of my recollection it was 10 minutes after I had turned out that the captain came in and told us to get assistance.

Senator SMITH. I think that is all, Mr. Bride. You may be excused. Do you want to return to New York?

Mr. BRIDE. Yes; I should like to, very much.

Senator SMITH. I do not think we have any objection.

Mr. BRIDE. I would like to say, sir, that there is a rumor being circulated that Mr. Cottam and I were taking the baseball scores when we were returning to New York.

Senator SMITH. It does not appear in the record.

Mr. BRIDE. It does not appear in the record, but it is unfounded, and there is no truth in it at all.

Senator SMITH. If you would like to have that appear, we should be glad to put it in.

Mr. BRIDE. I should certainly like to have it in.

**TESTIMONY OF JOSEPH GROVES BOXHALL—Recalled.**

Senator SMITH. You were sworn the other day.

Mr. BOXHALL. Yes, sir.

Senator SMITH. You were the fourth officer on the *Titanic*?

Mr. BOXHALL. Yes, sir.

Senator SMITH. Senator Fletcher wants to ask you some questions.

Senator FLETCHER. Mr. Boxhall, do you know whether the air ports on the *Titanic* were closed at the time of the collision, or before or just afterwards?

Mr. BOXHALL. The air ports? I do not know what the air ports are.

Senator FLETCHER. The port holes.

Mr. BOXHALL. Oh, the port holes? No; I could not say about that, sir.

Senator FLETCHER. You gave no order to have them closed?

Mr. BOXHALL. I did not hear any orders.

Senator FLETCHER. You do not know whether they were closed or not?

Mr. BOXHALL. No, sir.

Senator FLETCHER. If they were not closed——

Mr. BOXHALL. The ports I saw down below in the steerage, when I first visited down there a few moments after the ship struck, to the best of my memory were closed. That was in the fore part of the ship, between the forecastle head and the bridge. Those ports, to the best of my memory, were closed.

Senator FLETCHER. You did not have occasion to observe them anywhere else?

Mr. BOXHALL. No, sir.

Senator FLETCHER. What was the custom or practice on the ship as to leaving them open in calm weather?

Mr. BOXHALL. I could not say about that, but in foggy weather it had to be reported on the bridge whether they were open or closed, and in bad weather, of course, if there was any sea at all running, we knew then about the ports, and the orders were given from the bridge. But in calm weather, I am at a loss to remember what was done about them.

Senator FLETCHER. I understood you to say in your direct examination that you had no knowledge of the presence of icebergs; that no information of that kind reached you?

Mr. BOXHALL. I do not remember any information coming on Sunday. There were icebergs reported from the captain of the *Touraine*, some time previously; it might have been a couple of days before. I put their position on the chart, and found that those positions were considerably north of the track. In fact, I think they were between the northern track and the southern track.

Later, more positions came. I did not remember the name especially, but as soon as I saw the positions as shown at the time of the meeting of the committee, or when some member of the committee showed me those positions, with the name of the German boat, the *Amerika*, I recognized the positions. So they were evidently those of the *Amerika* that had been sent. I put those on the chart. I do not remember that any of them were on the track. To the best of my knowledge they were all to the northward of the track.

Senator FLETCHER. How far north?

Mr. BOXHALL. I really did not calculate the distance. As soon as I saw they were on the north track I did not bother about measuring the distance.

Senator FLETCHER. How far ahead of the ship?

Mr. BOXHALL. I did not measure that, either. Of course, it was before we turned the corner.

Senator FLETCHER. Did you have any information at all that would lead you to appreciate the fact that the *Titanic* was approaching ice fields, or a position where icebergs were liable to be found?

Mr. BOXHALL. From all the positions of icebergs that I had, of course I knew that we should be getting close up to those positions in the early hours of the middle watch, at least. I did not think we should be up to any of those positions before midnight that night.

Senator FLETCHER. Have you had any experience and knowledge as a seafaring man whether or not there is any effect on the temperature occasioned by the presence of ice fields and icebergs?

Mr. BOXHALL. Yes; I have had quite a lot of experience in field ice, and to the best of my knowledge I do not think the temperature indicates anything. I do not think that is anything to go by.

Senator FLETCHER. You made no observations?

Mr. BOXHALL. Yes; I have made observations, years ago; but on the *Titanic* the sixth officer or the fifth officer had to note all those observations, and that is why I did not know the temperatures recorded.

Senator FLETCHER. You did not know the temperature of the air or of the water that night?

Mr. BOXHALL. Yes; I happened to remark that it was rather cold, and somebody said, “It is 31”; but I do not know what time it was. I think it was during my watch from 4 to 6 Sunday evening.

Senator FLETCHER. Could you tell whether the temperature had been falling?

Mr. BOXHALL. Yes; you could tell that.

Senator FLETCHER. Since about what time?

Mr. BOXHALL. I had only gone on deck at 4 o'clock. I went on deck at 4 Sunday afternoon and was on deck until 6, and I knew it was considerably colder than it was at noon, when I left the bridge.

Senator FLETCHER. Did you get by wireless the positions of the icebergs that you mentioned?

Mr. BOXHALL. Yes, sir.

Senator FLETCHER. And you platted them, you say, on the chart?

Mr. BOXHALL. Yes, sir.

Senator FLETCHER. Were you careful as to the locations in placing them on the chart?

Mr. BOXHALL. With regard to the French steamer's positions, they were of no use to us, because he was considerably north of the track.



I put them on the chart; but I remarked to the captain, “This fellow has been to the north of the track the whole way.” So they were of no use to us; but they were on the chart, just the same.

Senator FLETCHER. As to the other positions, did anyone help you in platting them?

Mr. BOXHALL. No; I showed them to the captain, and I had the wireless telegram alongside of me and saw that they were quite correct.

Senator FLETCHER. Did anyone check you up or verify your calculations or assist you in seeing that they were correct?

Mr. BOXHALL. They may have done so; I do not know.

Senator FLETCHER. What was the course of the *Amerika*?

Mr. BOXHALL. I could not say whether she was eastbound or westbound. The *Touraine*, I think, was eastbound.

Senator FLETCHER. Could you say whether the *Amerika* was taking practically the same track as the *Titanic*?

Mr. BOXHALL. No; I could not say that, either.

Senator FLETCHER. Do you know whether she usually did?

Mr. BOXHALL. Yes; I think those ships keep the track.

Senator FLETCHER. The *Amerika*, then, was on the same track that the *Titanic* was on, practically?

Mr. BOXHALL. That depends on whether she was eastbound or westbound.

Senator FLETCHER. Assuming she was eastbound, would she be on the same track?

Mr. BOXHALL. No; she would be to the southward of us.

Senator FLETCHER. How much?

Mr. BOXHALL. I do not know what distance she would be south of us in that position. Just about the corner. Probably 40 or 50 miles. You could take it off the chart.

Senator FLETCHER. Did she locate the bergs near her?

Mr. BOXHALL. She located the bergs that she had seen as far as I know. Someone else may have reported them to her.

Senator FLETCHER. If she had seen bergs she must have seen them south of your track?

Mr. BOXHALL. That is, if she was eastbound.

Senator FLETCHER. Yes; if she was eastbound.

Mr. BOXHALL. But these bergs I did not put down in positions that were south of the track, or else I should have made a special note to the captain about them. If I had seen any bergs on the track or to the southward of the track I should have done that.

Senator FLETCHER. I understood you to say that you saw a steamer almost ahead of you, or saw a light that night, about the time of the collision?

Mr. BOXHALL. Shortly afterwards; yes, sir.

Senator FLETCHER. Did you describe that light? What was the character of the light you saw; and did you see more than one?

Mr. BOXHALL. At first I saw two masthead lights of a steamer, just slightly opened, and later she got closer to us, until, eventually, I could see her side lights with my naked eye.

Senator FLETCHER. Was she approaching you?

Mr. BOXHALL. Evidently she was, because I was stopped.

Senator FLETCHER. And how far away was she?

Mr. BOXHALL. I considered she was about 5 miles away.



Senator FLETCHER. In which direction?

Mr. BOXHALL. She was headed toward us, meeting us.

Senator FLETCHER. Was she a little toward your port bow?

Mr. BOXHALL. Just about half a point off our port bow.

Senator FLETCHER. And apparently coming toward you?

Mr. BOXHALL. Yes.

Senator FLETCHER. And how soon after the collision?

Mr. BOXHALL. I can not say about that. It was shortly after the order was given to clear the boats.

Senator FLETCHER. Did you continue to see that steamer?

Mr. BOXHALL. I saw that light, saw all the lights, of course, before I got into my boat, and just before I got into the boat she seemed as if she had turned around. I saw just one single bright light then, which I took to be her stern light.

Senator FLETCHER. She apparently turned around within 5 miles of you?

Mr. BOXHALL. Yes, sir.

Senator FLETCHER. Had the rockets then gone off on the *Titanic*?

Mr. BOXHALL. Yes, sir. I had been firing off rockets before I saw her side lights. I fired off the rockets and then she got so close I could see her side lights and starboard light.

Senator FLETCHER. What was the character of the rockets fired off on the *Titanic*, as to colors?

Mr. BOXHALL. Just white stars, bright. I do not know whether they were stars or bright balls. I think they were balls. They were the regulation distress signals.

Senator FLETCHER. Not red?

Mr. BOXHALL. Oh, no; not red.

Senator FLETCHER. Can you say whether any rockets fired at night by a ship under those conditions form a distress signal, or whether rockets may be sent up that are not distress signals?

Mr. BOXHALL. Some companies have private night signals.

Senator FLETCHER. What are they?

Mr. BOXHALL. They are colored as a rule; stars, which you can easily see. These rockets were not throwing stars, they were throwing balls, I remember, and then they burst.

Senator FLETCHER. It seems that an officer on the *Californian* reported to the commander of the *Californian* that he had seen signals; but he said they were not distress signals. Do you know whether or not under the regulations in vogue, and according to the custom at sea, rockets fired, such as the *Titanic* sent up, would be regarded as anything but distress signals?

Mr. BOXHALL. I am hardly in a position to state that, because it is the first time I have seen distress rockets sent off, and I could not very well judge what they would be like, standing as I was, underneath them, firing them myself. I do not know what they would look like in the distance.

Senator FLETCHER. Have you ever seen any rockets sent off such as you say are private signals?

Mr. BOXHALL. Yes, sir.

Senator FLETCHER. Under what circumstances?

Mr. BOXHALL. Ships passing in the night, signaling to one another.

Senator FLETCHER. Were those rockets carried on the *Titanic* for the purpose of being used as distress signals?

Mr. BOXHALL. Yes, sir; exclusively.

Senator FLETCHER. They were not carried or supposed to be used for any other than distress signals?

Mr. BOXHALL. No; no, sir. We did not have any time to use any of those things.

Senator FLETCHER. Did you see any other rockets from any other ships that night?

Mr. BOXHALL. Yes; I did. I saw rockets on the *Carpathia*.

Senator FLETCHER. That was in the morning?

Mr. BOXHALL. Yes, sir; it was in the morning. It was quite dark.

Senator FLETCHER. About what time was that?

Mr. BOXHALL. I do not know. I think it was a little after 4 o'clock, sometime, when I got on board the *Carpathia*. It might have been three-quarters of an hour before.

Senator FLETCHER. What sort of a rocket was that?

Mr. BOXHALL. An ordinary rocket. I think it was, so far as I could see, a distress rocket in answer to ours.

Senator FLETCHER. What kind of steamer was that which you saw, that apparently turned around, as to size and character?

Mr. BOXHALL. That is hard to state, but the lights were on masts which were fairly close together—the masthead lights.

Senator FLETCHER. What would that indicate?

Mr. BOXHALL. That the masts were pretty close together. She might have been a four-mast ship or might have been a three-mast ship, but she certainly was not a two-mast ship.

Senator FLETCHER. Could you form any idea as to her size?

Mr. BOXHALL. No; I could not.

Senator FLETCHER. You know it was a steamer and not a sailing vessel?

Mr. BOXHALL. Oh, yes; she was a steamer, carrying steaming lights—white lights.

Senator FLETCHER. She could not have been a fishing vessel?

Mr. BOXHALL. No, sir.

Senator FLETCHER. Was she a sailing vessel?

Mr. BOXHALL. No, sir; a sailing vessel does not show steaming lights, or white lights.

Senator FLETCHER. I understood you to say all the lifeboats but one had been lowered when the one you were in was lowered. Was that correct?

Mr. BOXHALL. There was one boat hanging on the davits on the port side when I left.

Senator FLETCHER. Was that a collapsible boat?

Mr. BOXHALL. No, sir; it was a lifeboat; No. 4 lifeboat.

Senator FLETCHER. Had the collapsible boats all been lowered?

Mr. BOXHALL. There was no collapsible boat touched on the port side when I left. They could not lower them until the boat I was in got away and left our falls clear.

Senator FLETCHER. Then the collapsible boats were all lowered after the boat in which you left was lowered?

Mr. BOXHALL. Yes, sir.

Senator FLETCHER. Did you say how many went in that boat you were in?

Mr. BOXHALL. Approximately, I should judge there were between 25 and 30; 25 or 30, as nearly as I can tell.

Senator FLETCHER. That was one of the boats that had a capacity of 60 or 65?

Mr. BOXHALL. No, sir.

Senator FLETCHER. It was not?

Mr. BOXHALL. No, sir; she was one of the smaller boats. She was an emergency boat.

Senator FLETCHER. What they call a sea boat or surf boat?

Mr. BOXHALL. Yes, sir; a sea boat.

Senator FLETCHER. Could you tell anything about the suction when you were half a mile away?

Mr. BOXHALL. No; but I did find there was a little suction just as I was pulling around the ship. I was lowered on the port side, and pulled around to the starboard side shortly afterwards, and I found there was suction then; that the ship was settling down broadside.

Senator FLETCHER. Were you convinced, when you took to the boat in which you left, that the *Titanic* would go down?

Mr. BOXHALL. I was quite undecided about it.

Senator FLETCHER. Did you say you talked with Mr. Ismay on the bridge about three-quarters of an hour before the *Titanic* sank?

Mr. BOXHALL. I talked to Mr. Ismay a little while before I left the ship. I do not know whether it was three-quarters of an hour or not before the ship sank.

Senator FLETCHER. Where was it?

Mr. BOXHALL. I had just fired a distress signal and was going to the chart room to put the lanyard back in the chart room and go out again, and Mr. Ismay was standing by the wheelhouse door.

Senator FLETCHER. You had not begun to prepare for lowering the boats?

Mr. BOXHALL. Oh, yes; some of the boats had gone.

Senator FLETCHER. Some of the boats had gone?

Mr. BOXHALL. Yes.

Senator FLETCHER. What was Mr. Ismay doing there?

Mr. BOXHALL. He just came to the door on the bridge, as nearly as I can tell; walked up as far as the door. He was not there when I went to stow the lanyard; at least not when I went to fire the distress signal a moment before.

Senator FLETCHER. That was on the boat deck?

Mr. BOXHALL. On the boat deck, yes, sir; on the bridge.

Senator FLETCHER. What did he say to you?

Mr. BOXHALL. He asked me why I was not getting the boat away.

Senator FLETCHER. What did you reply to that?

Mr. BOXHALL. I told him I had no orders to get the boat away. I said the crew were ready and people were getting in the boat.

Senator FLETCHER. What did you do then?

Mr. BOXHALL. I went on with my work.

Senator FLETCHER. Did you proceed then to get the boats away, and get them ready?

Mr. BOXHALL. No, sir; the chief officer got that boat ready, and it was just ready to lower when the captain told me to get in her; that is, they had just started to lower when the captain told me to get in her.

Senator FLETCHER. The captain told you what?

Mr. BOXHALL. I think they were either just starting to lower or I had heard them sing out "Lower away," when the captain told me to get in the boat. I did not load it. The chief officer loaded it and superintended the lowering.

Senator FLETCHER. You did not assist in loading any of the boats?

Mr. BOXHALL. I was there some little time before that; I can not say what boat it was that I was assisting in clearing away, and I can not say what boats they were, but they were on the port side.

Senator FLETCHER. Did you assist in lowering the boat in which you went away, that the chief officer told you to get into?

Mr. BOXHALL. No, sir. He did not tell me to get into that boat.

Senator FLETCHER. Capt. Smith did?

Mr. BOXHALL. Capt. Smith did.

Senator FLETCHER. Where was he at that time?

Mr. BOXHALL. He was standing up on the boat deck, just by the bridge.

Senator FLETCHER. Where?

Mr. BOXHALL. Alongside of the fiddley; alongside the officers' house.

Senator FLETCHER. And not far from boat No. 4?

Mr. BOXHALL. Right abreast of No. 2 boat.

Senator FLETCHER. No. 2 boat?

Mr. BOXHALL. Yes, sir.

Senator FLETCHER. Was Mr. Ismay there, too?

Mr. BOXHALL. I did not notice Mr. Ismay there.

Senator FLETCHER. Had not the captain previously given the command to get the boats away before Mr. Ismay told you about that?

Mr. BOXHALL. He may have done so, but I did not hear it.

Senator FLETCHER. How many of the crew went in that boat in which you left?

Mr. BOXHALL. One steward, one cook, a sailor, and myself.

Senator FLETCHER. The captain wanted you to go in order to have some one in charge of the boat, to be sure that some one could use the oars? Was that the idea?

Mr. BOXHALL. Probably.

Senator FLETCHER. Did he ask for anybody who could row to get in the boat?

Mr. BOXHALL. Did the captain ask?

Senator FLETCHER. Yes.

Mr. BOXHALL. No; I did not hear him.

Senator FLETCHER. Did you see the captain after that?

Mr. BOXHALL. No, sir; not after I was lowered away.

Senator FLETCHER. Did you see Mr. Ismay after that?

Mr. BOXHALL. Not until he came up alongside of the boat I was in, alongside of the *Carpathia*; when his boat pulled up alongside. I was passing people out of one of the other boats. That is the first time I saw him afterwards.

Senator FLETCHER. Mr. Ismay was in the collapsible boat, was he not?

Mr. BOXHALL. Yes, sir.

Senator FLETCHER. Do you know which one?

Mr. BOXHALL. I do not know, sir. There was no collapsible boat away from the ship when I left, unless the one on the starboard side had gone away. I can not remember whether she had gone away or not. There was none on the port side.

Senator FLETCHER. After you got in the water did you see the light from this steamer that you had seen previously?

Mr. BOXHALL. Yes; I saw it for a little while and then lost it. When I pulled around the ship I could not see it any more, and did not see it any more.

Senator FLETCHER. Apparently that ship came within 4 or 5 miles of the *Titanic*, and then turned and went away in what direction, westward or southward?

Mr. BOXHALL. I do not know whether it was southwestward. I should say it was westerly.

Senator FLETCHER. In a westerly direction; almost in the direction in which she had come?

Mr. BOXHALL. Yes, sir.

Senator FLETCHER. That is all.

Senator SMITH. Mr. Boxhall, you saw this ship with the light?

Mr. BOXHALL. Yes, sir.

Senator SMITH. And you took the rockets and fired them, to signal to it?

Mr. BOXHALL. Yes, sir.

Senator SMITH. We have been figuring the distance the *Californian* was away from the *Titanic*, and from the positions given we have concluded—that is, we have evidence to support the theory—that the *Californian* was but 14 miles distant from the *Titanic*. Do you think that under those circumstances you could have seen the *Californian*?

Mr. BOXHALL. I do not know, sir. I should not think so.

Senator SMITH. You should not?

Mr. BOXHALL. No. Five miles is the distance the British Board of Trade requires masthead lights to show—that is, the white steaming lights of the steamer—but we know that they can be seen farther on such a clear night as that.

Senator SMITH. Suppose the *Californian*, 14 miles away, had been firing rockets for you and you had been on the bridge or on the boat deck, do you think you could have seen the rockets?

Mr. BOXHALL. Not at 14 miles; I should not think so.

Senator SMITH. You have had 13 years' experience?

Mr. BOXHALL. Yes, sir.

Senator SMITH. In navigation?

Mr. BOXHALL. Yes, sir.

Senator SMITH. You have spent 12 months in a training school?

Mr. BOXHALL. Yes, sir.

Senator SMITH. At the risk of invading a field with which neither one of us may be familiar, I want to ask you about the water-tight compartments of the *Titanic*. Are you familiar with them?

Mr. BOXHALL. Yes, sir. I did not go down in the water-tight compartments of the *Titanic*, or view the electrical appliances down below.

Senator SMITH. Were you familiar with the water-tight compartments above?

Mr. BOXHALL. Yes, sir.

Senator SMITH. Have you been in them?

Mr. BOXHALL. I have walked through them, sir.

Senator SMITH. On which deck or decks were they located?

Mr. BOXHALL. They were located on pretty nearly every deck, I should think, from what I remember. I can not say the highest deck where there were water-tight compartments. I did not take particular notice of that.

Senator SMITH. Can you tell to what decks the water-tight bulkheads extended?

Mr. BOXHALL. There were water-tight doors on E deck; I know that.

Senator SMITH. On A deck?

Mr. BOXHALL. On E deck.

Senator SMITH. Assuming that the water-tight bulkheads extended to the upper or E deck, were there hatches on E deck?

Mr. BOXHALL. There were water-tight doors on D deck.

Senator SMITH. Were they fitted with water-tight covers or doors?

Mr. BOXHALL. The door, sir, is simply an iron door with clamps on it on both sides.

Senator SMITH. That could not be sealed?

Mr. BOXHALL. Yes; you can seal that door from either side. The clamps work right through the door.

Senator SMITH. I am talking about the hatches. Are you talking about the hatches?

Mr. BOXHALL. No, sir; I am talking about the doors.

Senator SMITH. Were the hatches on E deck fitted with water-tight covers.

Mr. BOXHALL. Yes; but not to keep out a rush of water like this. They would only keep out the——

Senator SMITH (interposing). Deck water?

Mr. BOXHALL. The deck water that would wash over the deck.

Senator SMITH. They were not intended to resist the sea?

Mr. BOXHALL. Not water with a pressure; they were not intended to resist that. They were not intended to resist pressure from underneath.

Senator SMITH. They were fitted with coamings, in the language of the sea?

Mr. BOXHALL. Yes, sir.

Senator SMITH. And not with a water-tight cover?

Mr. BOXHALL. Yes, there is a water-tight cover just to prevent the sea going down. There are wooden hatches on the top beams instead of the coamings; wooden hatches laid across the beams, and after the hatches are put on the water tight covers are spread over.

Senator SMITH. Then you said you went down in the mail room?

Mr. BOXHALL. Yes, sir.

Senator SMITH. And saw the water coming in?

Mr. BOXHALL. No, I did not see water coming in. I said I could hear the water coming in.

Senator SMITH. Where did you explain you saw the water coming in the mail room?

Mr. BOXHALL. I was standing in the sorting room, and the water was just then within two feet of this deck I was standing on. I could see it through the opening in the staircase which led down to the lower place.

Senator SMITH. Do you know whether there was any way of sealing the hatch to the mail room to keep the water from coming onto E deck?

Mr. BOXHALL. No, I do not know, sir.

Senator SMITH. You did not see anything of that kind?

Mr. BOXHALL. No, sir.

Senator SMITH. You have heard some witnesses testify that there was water on E deck?



Mr. BOXHALL. No; I have not heard that, sir.

Senator SMITH. This Englishman who was on the stand first this afternoon said there was water on A deck.

Mr. BOXHALL. Yes; but he left the ship after I did, according to his evidence.

Senator SMITH. You heard no testimony, then, that the water was on E deck?

Mr. BOXHALL. No, sir.

Senator SMITH. You left before there was water on E deck?

Mr. BOXHALL. There may have been water on E deck before I left.

Senator SMITH. But you did not see it?

Mr. BOXHALL. No, sir.

Senator SMITH. You do not know how it got there?

Mr. BOXHALL. I know how it would get there. It would come up through this hole that was probably underneath the mail room.

Senator SMITH. Come up through the boat?

Mr. BOXHALL. Yes, sir.

Senator SMITH. To E deck?

Mr. BOXHALL. Yes, sir.

Senator SMITH. These water-tight compartments are water tight at the bottom?

Mr. BOXHALL. They are water tight as far as they extend, sir.

Senator SMITH. They are water tight at the sides?

Mr. BOXHALL. Yes, sir.

Senator SMITH. Are they water tight at the ceiling?

Mr. BOXHALL. No, sir.

Senator SMITH. If they had been water tight at the ceiling, would they still be afloat?

Mr. BOXHALL. Not in that particular case, because there were evidently three or four of the water-tight compartments ripped up. They were all damaged or else the ship would not have gone down.

Senator SMITH. There seems to be a great deal of confusion about the water-tight compartments, and I have innumerable letters and telegrams asking that these compartments be searched by the Navy Department. The only water-tight compartments that I have ever seen were on the *Baltic*, and I was shown about the water-tight compartments by the late captain of the *Titanic*, about six years ago, so that I have not very much knowledge about them except from what I saw then. But to be water-tight the ceiling should be able to resist the water as well as any other part of the water-tight compartment, should it not?

Mr. BOXHALL. Yes, sir; it should; but if the ship is going to float after she has been damaged the water in that one compartment will not rise any higher than the level of the sea, so there is no strain on the ceiling, or there is probably no strain on the ceiling.

Senator SMITH. I think you have given me the information I was seeking. The reason why the upper part of the water-tight compartment is not so constructed as to resist the water is because some means of ingress and egress must be left or provided?

Mr. BOXHALL. That is so.

Senator SMITH. In the case of the water-tight compartments on the *Titanic* there were staircases?

Mr. BOXHALL. Yes, sir.

Senator SMITH. Leading out of these water-tight compartments?

Mr. BOXHALL. Yes, sir.

Senator SMITH. Suppose the passengers with no lifeboats and no lights in sight were confronted with the alternative of leaping into the open sea or inclosing themselves in these compartments to die there, is there any means by which they could get into these compartments themselves?

Mr. BOXHALL. Yes; probably if they went down to the cabin they might get into one of these compartments.

Senator BOURNE. Are you familiar with the boiler room?

Mr. BOXHALL. No, sir.

Senator BOURNE. Are you familiar with the coal bunkers beside the boilers, between the boilers and the skin of the ship?

Mr. BOXHALL. No, sir; I was not down there in that ship.

Senator BOURNE. You have no knowledge appertaining to that?

Mr. BOXHALL. None at all.

Senator NEWLANDS. How about the ice in the locality in which you placed it on the chart? Was it likely to drift; and if so, in what particular direction?

Mr. BOXHALL. Yes; we should expect it to drift to the northward and to the eastward.

Senator NEWLANDS. And not toward the south?

Mr. BOXHALL. Not to the southward, as a rule; not in the Gulf Stream.

Senator NEWLANDS. So that, as you proceeded along the track after you had charted this ice, your assumption would be that the ice would drift farther away from your track rather than drift toward it?

Mr. BOXHALL. More to the northward and eastward; yes, sir.

Senator BOURNE. Mr. Boxhall, you are a practical navigator, as I understand?

Mr. BOXHALL. Yes, sir.

Senator BOURNE. Would it be feasible and desirable to have a map in the chart room, and to note each day the information that you might acquire by wireless from other ships as to their location? Would that be an advantage in any way in navigation?

Mr. BOXHALL. We do that.

Senator BOURNE. That is noted on the map, as it is?

Mr. BOXHALL. Yes, sir; on the chart in the officers' chart room and on the chart in the captain's chart room.

Senator BOURNE. You keep your record, then, both of your own position and the position of other ships with which you have been in communication by wireless?

Mr. BOXHALL. Yes, sir.

Senator BOURNE. How often are those records put down?

Mr. BOXHALL. Do you mean do we put down on the chart the positions of the ships from which we receive messages?

Senator BOURNE. Yes.

Mr. BOXHALL. No; we do not put their positions on the chart. If they report derelicts, or wreckage, or anything like that, we plot those positions on the chart.

Senator BOURNE. Would it not bring about a better correlation between you and other ships in that vicinity if you noted on the chart the relative positions, in conjunction with your own, at the time you noted your own position?

Mr. BOXHALL. They do not always give their positions.

Senator BOURNE. They do not?

Mr. BOXHALL. No, sir.

Senator BOURNE. Would it be any benefit to navigation if they were required to do so?

Mr. BOXHALL. A few of them give their positions. It is very handy.

Senator BOURNE. It is perfectly practical, is it?

Mr. BOXHALL. Oh, yes; certainly.

Senator BOURNE. And might be, and in your judgment would be, a benefit to navigation if required?

Mr. BOXHALL. Yes, sir.

Senator SMITH. Mr. Boxhall, you seem to be the one upon whom we must rely to give the difference between ship's time and New York time; or, rather, to give ship's time and give the New York time when this accident occurred.

Mr. BOXHALL. At 11.46 p. m., ship's time, it was 10.13 Washington time, or New York time.

Senator SMITH. And that was the time of the impact?

Mr. BOXHALL. There is a question about that. Some say 11.45. and some say 11.43. I myself did not note it exactly, but that is as near as I can tell. I reckon it was about 11.45.

#### TESTIMONY OF HAROLD T. COTTAM—Recalled.

Senator SMITH. Mr. Cottam, you have been sworn. I desire to ask you one question: When you were on the stand you had not received any compensation for your article in the New York Times. Have you since received your pay for it?

Mr. COTTAM. Yes, sir.

Senator SMITH. How much did you get?

Mr. COTTAM. \$750.

Senator SMITH. On the way from the place where the *Titanic* sank to New York did you receive a message from anyone, or any company, saying, “Kill message containing *Titanic* story”?

Mr. COTTAM. No, sir; I received no message to that effect.

Senator BOURNE. What was the power of the machine on your boat—1 kilowatt?

Mr. COTTAM. It varied according to the ship's mains. The ship's mains ran about 95 volts. I should say it would be about one-half to three-quarters of a kilowatt.

Senator BOURNE. What wave length were you using?

Mr. COTTAM. Six hundred meters; the standard. I was not using a wave length at all most of the time. It was unattuned—plain aerial.

Senator BOURNE. What range would your power have at night and what range in the daytime?

Mr. COTTAM. I could not say. During the day I think I would be sure of about 250 miles. At night, I could not say. It all depends on circumstances.

Senator BOURNE. Did you catch any messages from the Cape Cod station?

Mr. COTTAM. Do you ask if I received them?

Senator BOURNE. Yes.

Mr. COTTAM. Oh, yes.

Senator BOURNE. You had no difficulty in taking them?

Mr. COTTAM. Oh, no. We can receive from any distance provided the transmitting station has the power to transmit the message to us; it does not matter where we are.

Senator BOURNE. What wave length were they using; 1,600?

Mr. COTTAM. I do not know what the wave length is in the Cape Cod station. It is something high. It would be about 1,600, I should say.

Senator BOURNE. Were they clear and distinct?

Mr. COTTAM. Oh, yes; they were plain.

Senator BOURNE. You had no difficulty, while those messages were in the air, in getting the messages from the *Titanic* at the same time?

Mr. COTTAM. You can not receive a message with the 600-meter wave length and another with the 1,600-meter wave length at the same time.

Senator BOURNE. That is what I understood. During the entire time when you were getting the *Titanic's* messages the Cape Cod station was silent, was it?

Mr. COTTAM. Yes; it was silent. There was an interval between the first sending and the repeat. It is all sent twice. There was an interval between the two.

Senator BOURNE. Do you know whether or not it is customary for the Cape Cod station to take one hour out of four for the sending of private dispatches; and if so, does that kill the opportunity of distress signals being taken during that period?

Mr. COTTAM. Oh, yes; distress signals from ships; yes.

Senator BOURNE. They could not be taken at the same time that the press messages were being sent out by the Cape Cod station, provided they were using the 1,600-meter wave length, could they?

Mr. COTTAM. No, sir.

Senator SMITH. Did you receive any messages from Mr. Ismay for transmittal while he was aboard the *Carpathia*?

Mr. COTTAM. Yes, sir.

Senator SMITH. Did you receive messages from him addressed to his office in Liverpool or London, or his office in New York?

Mr. COTTAM. Yes.

Senator SMITH. Did you transmit them?

Mr. COTTAM. Yes.

Senator SMITH. When did you receive those from him?

Mr. COTTAM. I was working for the shipping company, handling official messages all the time. I can not remember; I have no record of the time or dates.

Senator SMITH. You were working for the White Star Co?

Mr. COTTAM. And the Cunard Co.

Senator SMITH. All the time?

Mr. COTTAM. Yes.

Senator SMITH. And you sent frequent messages from Ismay to his Liverpool office? How did you send them to his Liverpool office?

Mr. COTTAM. They came via one of the American land stations; the Siasconset station or the Sagaponac station.

Senator SMITH. Did you send any messages from him to Montreal via Cape Race?

Mr. COTTAM. No, sir. I was not in touch with Cape Race at all, sir.

Senator SMITH. Do you recollect sending any messages from him through any other ship to London or Liverpool?

Mr. COTTAM. I do not remember, sir; I had too many.

Senator SMITH. You had many from him?

Mr. COTTAM. I had a good many, and I had other Cunard messages; and when I was not busy with those, I was on passenger traffic.

Senator SMITH. These messages from Ismay to Liverpool were, of course, not sent direct from the *Carpathia* to Liverpool. They must have been sent to some coast station or to some other ship station?

Mr. COTTAM. Yes.

Senator SMITH. To what other ship station, if any, do you recall having transmitted any messages from her?

Mr. COTTAM. I do not remember that I transmitted any through any other ship. It is not customary to put official news through any other ship at all, other than on the same line.

Senator SMITH. And you were not in communication with the *Olympic* that day at all?

Mr. COTTAM. The day of the wreck?

Senator SMITH. Yes.

Mr. COTTAM. I was on the following day, Monday.

Senator SMITH. Did you send any messages from Mr. Ismay to the *Olympic* on Monday?

Mr. COTTAM. I guess I did. I do not remember it.

Senator SMITH. I want you to remember. I want you to tell just what you remember.

Mr. COTTAM. I can not remember having sent any, but I believe there were one or two.

Senator SMITH. Were they addressed to Liverpool?

Mr. COTTAM. I do not remember, sir, how the messages went at all.

Senator SMITH. When did you first hear from Mr. Marconi on Monday?

Mr. COTTAM. On Monday? I did not hear from Mr. Marconi.

Senator SMITH. When did you receive your first message from Mr. Ismay?

Mr. COTTAM. From Mr. Ismay? I can not remember how I dealt with the traffic at all. I have no record of it here, or anything.

Senator SMITH. Do you remember whether you received a message for Mr. Ismay from Mr. Franklin on Monday, or from “Islefrank” on Monday?

Mr. COTTAM. I do not suppose I did on Monday, but I do not remember. I do not suppose so, because I was not in touch with any coast station.

Senator SMITH. Did you on Tuesday?

Mr. COTTAM. I may have done so, but I can not remember anything at all about the traffic, sir.

Senator SMITH. You say you were working for the company all the while. Did you give preference to White Star business and Cunard business?

Mr. COTTAM. Yes, sir; all the time. Official traffic before anything else.

Senator SMITH. Official traffic before everything; and you regarded the White Star communications as official?

Mr. COTTAM. Yes.

Senator SMITH. And you knew that Cunard messages were official?

Mr. COTTAM. Yes.

Senator SMITH. In that event, messages from passengers addressed to New York or other points would have to wait until these official messages were out of the way?

Mr. COTTAM. Yes, sir.

Senator SMITH. And that was the practice you followed from the time of the accident, from the time you reached the *Titanic's* position, until you reached New York?

Mr. COTTAM. Yes; that is the usual course.

Senator SMITH. And during that time you did have numerous communications for the officers of both companies?

Mr. COTTAM. Yes, sir.

Senator SMITH. And messages were sent by Mr. Ismay? Did he send them over his name, “Ismay,” or did he send them over a code name, “Yamsi”?

Mr. COTTAM. “Yamsi.”

Senator SMITH. All messages he sent were signed “Yamsi”?

Mr. COTTAM. Yes.

Senator SMITH. How were the messages sent that he received? Were they sent to “Yamsi”?

Mr. COTTAM. I think they were to “Ismay.” I can not remember.

Senator SMITH. To Mr. Ismay?

Mr. COTTAM. Yes.

Senator SMITH. Addressed to Ismay?

Mr. COTTAM. Yes, sir.

Senator SMITH. In care of the *Carpathia*?

Mr. COTTAM. Yes.

Senator SMITH. And signed “Franklin”?

Mr. COTTAM. “Islefrank,” I think.

Senator SMITH. Do you remember what those messages were about?

Mr. COTTAM. No, sir; I do not.

Senator SMITH. Do you remember whether there was any thing about insurance in them?

Mr. COTTAM. No, sir; I do not believe there was anything about insurance.

Senator SMITH. Was there anything about Lloyd's in them?

Mr. COTTAM. No, sir; not to my knowledge.

Senator SMITH. Were any messages sent to Lloyd's?

Mr. COTTAM. No, sir.

Senator SMITH. Or received from Lloyd's, addressed to Mr. Ismay?

Mr. COTTAM. No, sir; I do not think so.

Senator SMITH. I want you to be as positive as you can. I would like to have you think it over carefully and answer as definitely as you are able to answer.

Mr. COTTAM. I am doing so. I have no record of the traffic at all. I was so busy at the time that I can not remember what happened, at all.

Senator SMITH. What time on Monday did Mr. Ismay send a message to “Islefrank” or “Yamsi,” telling of the loss of the *Titanic*?

Mr. COTTAM. I do not believe there was one sent from Mr. Ismay on Monday.

Senator SMITH. You do not recall any?

Mr. COTTAM. No; because I was not in touch with land.



Senator SMITH. Were you in touch with the *Californian* that day?

Mr. COTTAM. Yes, sir.

Senator SMITH. Were you in touch with Boston?

Mr. COTTAM. Yes, sir.

Senator SMITH. Did you transmit any messages through the *Californian* to land?

Mr. COTTAM. No.

Senator SMITH. Or to other ships for land?

Mr. COTTAM. Some went through the *Minnewaska* and some through the *Olympic*; but I guess that was on Monday afternoon.

Senator SMITH. On Monday afternoon you recollect transmitting some messages through the *Olympic*?

Mr. COTTAM. Yes, sir.

Senator SMITH. How about the *Baltic*?

Mr. COTTAM. The *Baltic* was out of touch.

Senator SMITH. Did you receive any telegrams from Mr. Marconi asking “Why can we not get news of this disaster? Ask captain.”

Mr. COTTAM. I remember some message to that effect, but I can not remember when it was received.

Senator SMITH. Did you answer it?

Mr. COTTAM. No, sir.

Senator SMITH. Why not?

Mr. COTTAM. Because I had plenty of other work besides; official traffic and for the passengers.

Senator SMITH. But this was the head of your company.

Mr. COTTAM. That was the captain's orders. I can not go beyond the captain's orders.

Senator SMITH. You took your orders from the captain?

Mr. COTTAM. Yes.

Senator SMITH. Do you mean that the captain told you not to send the news to Mr. Marconi?

Mr. COTTAM. He did not tell me that. He said, “Do not deal with anything otherwise than official traffic and passengers' messages.”

Senator SMITH. Did you tell him that this telegram was from Mr. Marconi, the president of your company?

Mr. COTTAM. I believe I did.

Senator SMITH. What did he say to that?

Mr. COTTAM. He told me the same reply as indicated.

Senator SMITH. Then the captain refused you permission to send messages in reply to Mr. Marconi and Mr. Sammis? Do you wish to be understood as saying that?

Mr. COTTAM. Yes; to that effect.

Senator SMITH. You did not feel at liberty to transmit any information to the head office of your own company?

Mr. COTTAM. No, sir.

Senator SMITH. On Monday?

Mr. COTTAM. No, sir.

Senator SMITH. Did you ever transmit any information to the head office of your own company?

Mr. COTTAM. No, sir; not any, at all. There was no information at all——

Senator SMITH. You did not communicate any information to them, at all?

Mr. COTTAM. No, sir; I did not get any news ashore, at all.

Senator SMITH. But you did receive the telegram signed by Mr. Sammis?

Mr. COTTAM. I do not know by whom it was signed. I remember something about a message to that effect, but I do not remember anything about it.

Senator SMITH. You received a telegram saying “Keep your mouth shut; it has been all arranged; you are going to get money in four figures,” or words to that effect?

Mr. COTTAM. I did not receive that.

Senator SMITH. Who did?

Mr. COTTAM. Bride, sir.

Senator SMITH. You talked it over with Bride?

Mr. COTTAM. I talked what over with Bride?

Senator SMITH. This message.

Mr. COTTAM. Yes, sir.

Senator SMITH. That had the effect of quieting you somewhat, did it not?

Mr. COTTAM. Certainly.

Senator SMITH. That is all.

Senator NEWLANDS. When did you first have the expectation that you would receive money for your story from the newspapers?

Mr. COTTAM. I think either when we were docking or when we were in dock.

Senator NEWLANDS. At New York?

Mr. COTTAM. Yes, sir; at New York.

Senator NEWLANDS. Did you have any expectation prior to that time of receiving such money?

Mr. COTTAM. No, sir.

Senator NEWLANDS. And did your expectation prevent you from giving any information by wireless?

Mr. COTTAM. No.

Senator NEWLANDS. What did you say in answer to that?

Mr. COTTAM. No, sir.

Senator NEWLANDS. You were in the dock when you received this wireless message?

Mr. COTTAM. I was just going through as Bride took it, and I read it as he was writing it down.

Senator NEWLANDS. Were the passengers landing at that time?

Mr. COTTAM. Yes; I believe they were.

Senator NEWLANDS. That is all.

Senator FLETCHER. Had you received any intimation before that that it was well for you to keep to yourself the news about the *Titanic* disaster?

Mr. COTTAM. No. It would not have made any difference; it would not have had any effect, in any case, because the captain's order was that no traffic was to go through and no message was to be executed otherwise than official messages and passengers' traffic. I had more than I could handle with the passengers' traffic without this other stuff.

Senator FLETCHER. You mean that you were so occupied with official messages and passengers' traffic that you could not answer an inquiry regarding the disaster?

Mr. COTTAM. No; I could not.

Senator FLETCHER. Do you make a distinction between official messages and accounts of disasters?

Mr. COTTAM. Certainly.

Senator FLETCHER. When you say you had official business to look after, does that official business cover the *Titanic* disaster, or have anything to do with it?

Mr. COTTAM. It would bear on the subject, certainly; but of course I was informing the Cunard and the White Star of the disaster, I guess.

Senator NEWLANDS. Prior to that time you had been giving, over the wireless, lists of the survivors, had you not?

Mr. COTTAM. Oh, yes.

Senator FLETCHER. Do you call that official business?

Mr. COTTAM. Yes.

Senator FLETCHER. Then "official business," which had precedence, was business which gave such an account as the captain saw fit to send forth regarding all he knew about the disaster, was it?

Mr. COTTAM. Yes.

Senator FLETCHER. Do you remember telling him about this message received from Mr. Sammis and Mr. Ismay?

Mr. COTTAM. Yes, sir; I informed him of it. I do not know which one it was. I do not know which message it was. It was the only one, I believe, from the Marconi Co. No; I do remember something about one message—asking the captain about it.

Senator FLETCHER. You informed him of the only one that you received, that you remember?

Mr. COTTAM. I did. The captain told me to ignore the messages altogether.

Senator FLETCHER. I mean regarding news of the disaster.

Mr. COTTAM. Yes. When I docked in New York there was one wireless station that had between 150 and 200 messages for me that I had not time to take on the way along.

Senator NEWLANDS. You were crowded with the business of receiving and sending messages on official and passengers' business?

Mr. COTTAM. Yes.

Senator FLETCHER. How much time was taken up by the passengers' traffic?

Mr. COTTAM. All the time I had to spare when I was not dealing with official traffic.

Senator FLETCHER. You really had more than you could do, with both together?

Mr. COTTAM. Oh, yes; I could not cope with the work at all.

Senator FLETCHER. Can you tell how many messages you sent off?

Mr. COTTAM. More than 500.

Senator FLETCHER. What proportion of those would be official business and what proportion would be passengers' business.

Mr. COTTAM. I do not know; about half and half, I should say. All the passengers' names had to go and the survivors' names.

Senator FLETCHER. The apparatus was in good working condition all the while?

Mr. COTTAM. I can not say it was in good condition, because the weather was not good. The atmosphere at that time was in a static condition. There was rain about all the time. It was wet, foul weather all the time.

Senator FLETCHER. Did that interfere with the transmission of messages?

Mr. COTTAM. Oh, yes.

Senator FLETCHER. To what extent?

Mr. COTTAM. It caused a leak—it caused a leak through the insulators when they were wet.

Senator FLETCHER. That made it necessary to repeat often?

Mr. COTTAM. I did repeat everything; I never send a telegram without repeating it.

Senator FLETCHER. Is it customary to repeat every message?

Mr. COTTAM. It all depends on the circumstances. If there is a lot of static about, of course you would.

Senator FLETCHER. What do you mean by “static”?

Mr. COTTAM. Atmospheric disturbance; an electrical atmospheric disturbance, when there is stormy weather about.

Senator FLETCHER. That is all.

Senator SMITH. I want to straighten out just a little your replies to Senator Newlands. Do you know what time the *Carpathia* passed quarantine?

Mr. COTTAM. I do not.

Senator SMITH. Do you know what time you passed Sandy Hook?

Mr. COTTAM. No, sir; I do not.

Senator SMITH. You passed quarantine at 8.10 that night, and at 8.12 you got the message, “Seagate to *Carpathia*,” which was picked up by the naval station, and which the Secretary of the Navy has sent to me. That message says:

Say, old man, Marconi Co. taking good care of you. Keep your mouth shut. Hold your story. It is fixed for you so you will get big money. Now please do your best to clear.

Did you take that message?

Mr. COTTAM. I do not remember anything about it.

Senator SMITH. Do you remember Bride speaking to you about it?

Mr. COTTAM. No, sir; Bride did not speak to me about it.

Senator SMITH. You were not at the apparatus when you landed in New York?

Mr. COTTAM. No, sir.

Senator SMITH. Bride was there?

Mr. COTTAM. Yes, sir.

Senator SMITH. But you left the ship immediately?

Mr. COTTAM. Yes, sir.

Senator SMITH. And went to the Strand Hotel to meet Mr. Sammis?

Mr. COTTAM. Yes, sir.

Senator SMITH. And you went there because you had a message at 8.30 from Mr. Sammis asking you to come there, did you not?

Mr. COTTAM. I got it, but I can not remember the time. It may have been about 8.30.

Senator SMITH. I will give you the time: 8.30 p. m., one hour before you landed at the Cunard dock, when you got a telegram from Mr. Sammis saying:

Arranged for your exclusive story for dollars in four figures, Mr. Marconi agreeing.

I do not want any doubt about this matter at all. Mr. Sammis says that message was sent to you.

Mr. COTTAM. Yes.

Senator SMITH. And he says that you went to the Strand Hotel.

Mr. COTTAM. I did.

Senator SMITH. At 9 o'clock you got a message, from Seagate to *Carpathia*, saying:

Go to Strand Hotel, 502 West Fourteenth Street, to meet Mr. Marconi.

Is that correct?

Mr. COTTAM. Yes, sir. I did not get three or four messages. There were only two.

Senator SMITH. You know this one; and you got it, did you not?

Mr. COTTAM. The one we brought in; yes.

Senator SMITH. The one with the four figures for the story?

Mr. COTTAM. I do not remember that, sir, at all. I do not remember that one. I remember the one with the number in, to call at the Strand Hotel.

Senator SMITH. That was at 9 o'clock, and then you got another at 9.33. The ship does not seem to have landed quite at that time.

Mr. COTTAM. We were outside the dock an hour or more.

Senator SMITH. It takes an hour to run from quarantine, does it not, 8 miles, the way they run there?

Mr. COTTAM. Yes.

Senator SMITH. If you passed quarantine at 8.10, it would take until 9.10 to run down to the Cunard pier; so that before your boat was tied up at the wharf in New York, you did have information from Mr. Sammis, and you did have this information that I have read to you before, saying, “Hold your story.”

I do not seek to draw any false deductions from what I am asking you, nor do I want to press it too hard upon you; but I want the fact to appear that you received those messages.

Mr. COTTAM. I received two, sir, to my knowledge; the one with “four figures” in it, and the one with the number of the Strand Hotel.

Senator SMITH. The one with “four figures” in it was sent at 8.30, and the one with the address of the Strand Hotel was sent at 9 p. m., which was 30 minutes before the boat tied up to the wharf?

Mr. COTTAM. Yes.

Senator SMITH. I have an affidavit which I will read at this point:

#### AFFIDAVIT OF J. W. LEE.

John W. Lee, being duly sworn, deposes and says as follows:

On the evening of April 18, 1912, I was listening at the Brooklyn station of the National Electric Signaling Co., and at 8.59 I heard the operator of the Marconi station at Sea Gate, Long Island, send the following message to the *Carpathia*:

“M P A. Personal. Hr. Mge.

“Go to Strand Hotel, 502 West Fourteenth Street, to meet Mr. Marconi.

“MPAMSE.”

M P A is the *Carpathia*'s call signal, M S E is Sea Gate's. “Hr” stands for “Here's another,” and is used at the beginning of all messages. “Mge” stands for “message.” The *Carpathia* did not acknowledge receipt of this message, so far as I heard. I am certain that this message was sent by Sea Gate and by no other station, for two reasons (in addition to the fact that the signature of Sea Gate was used), viz: (1) From my experience in receiving messages in this vicinity, I have become familiar with the “tune” or wave length of the Sea Gate station, and that of the station which sent the above message was the same; (2) the Sea Gate station has a characteristic spark sound; that is, it has a rising tone at the beginning of sending and a falling tone at the end.

No other station around New York has this peculiarity (which is caused by the operator's sending while his spark gap is changing speed), and since the message above was sent in this way, I am certain that it was transmitted from Sea Gate.

JOHN W. LEE.

STATE OF NEW YORK, *County of Kings*, ss:

Subscribed and sworn to before me this 27th day of April, A. D. 1912.

EMIL BIELE,  
*Notary Public, Kings County*

Senator NEWLANDS. Are we to understand that you received these two telegrams regarding this story for the newspapers before or after the arrival of the *Carpathia* at the dock?

Mr. COTTAM. Apparently, by the time, we could not have arrived there. We could not have arrived, by the time of the telegram's time. I do not remember anything at all about it. I did not know anything at all about the time. We were starting to get the boats out before we got near the dock.

Senator NEWLANDS. You started to get the boats out?

Mr. COTTAM. Yes; the *Titanic's* boats.

Senator BOURNE. What is the longest distance you have ever been able to reach with your instrument?

Mr. COTTAM. On the *Carpathia*?

Senator BOURNE. Yes.

Mr. COTTAM. I never took any particular notice, but about 300 miles, I should say.

Senator BOURNE. You have been able to reach 800 miles at sea at night?

Mr. COTTAM. Not from the *Carpathia*.

Senator BOURNE. What distance from the *Carpathia*?

Mr. COTTAM. About 300 miles.

Senator BOURNE. I misunderstood you. What distance have you ever received from?

Mr. COTTAM. I have never taken the exact distance, but you can receive any distance, providing the transmitting station has power to transmit.

Senator BOURNE. It just depends on the purity of the wave, the length of the wave, and the power, does it?

Mr. COTTAM. It depends altogether on the power.

Senator BOURNE. How many messages do you average on a ship on a voyage per day, in handling, official and private?

Mr. COTTAM. On an average, sir, on an ordinary voyage?

Senator BOURNE. Yes; how many a day do you average under ordinary circumstances?

Mr. COTTAM. Sometimes, when there is no communication established, of course there are none.

Senator BOURNE. On days when you have communication, I mean. I presume that most of your business is just after leaving a port, and just before entering another port, is it not?

Mr. COTTAM. Yes.

Senator BOURNE. What is the average business then?

Mr. COTTAM. I do not know what the average was on the *Carpathia*. I only made the round trip on her.

Senator BOURNE. That is all the experience you have had?

Mr. COTTAM. Oh, no, sir; I have had experience on other ships.



Senator BOURNE. While on other ships, what has been your experience?

Mr. COTTAM. I can not say. Sometimes there would be very, very few, and other times there would be a lot, according to the passengers we had.

Senator BOURNE. How long have you been on shift, on duty, continuously?

Mr. COTTAM. I do not know, sir. Twelve hours.

Senator BOURNE. Would an eight-hour continuous shift be a great strain? Would eight hours' duty be a great strain on you?

Mr. COTTAM. It is not a great strain, but it is hard work. You have to do it on coast stations. When you are working on coast stations you have to do it.

Senator BOURNE. Would six hours on and six hours off be better, or eight hours on and eight hours off? Which would you prefer, if you had the selection?

Mr. COTTAM. I think I would sooner have eight hours on and eight off.

Senator BOURNE. You would rather have eight on and eight off?

Mr. COTTAM. Yes; I think so.

Senator SMITH. That is all. I think that finishes with the members of the crew and the officers.

Senator Burton wanted to ask Mr. Boxhall a few questions, but I do not know of any reason why we should hold the witnesses any longer. I think we will get through with Mr. Ismay to-morrow, and if it is not objected to by any members of the committee, I think you may arrange to let the members of the crew and the officers go, Mr. Cornelius. I would like from Mr. Lightoller, the ranking officer, the information that has been especially asked for—the name and home address of each of these men. If we should care to see them again, or ask some further questions, we might do so at some later time.

Mr. KIRLIN. That does not mean that you want Mr. Lightoller back to give that information?

Senator SMITH. I want to know that I am going to get it; that is all.

Mr. KIRLIN. Then we can arrange to let them all go?

Senator SMITH. So far as the committee know, there is no other course necessary. I did want Senator Burton to see Mr. Boxhall, because he asked especially to be permitted to ask him some questions, and I might suggest that if Mr. Boxhall would care to call upon Senator Burton this evening, he might be able to get through with him; or, he might appear to-morrow morning for a few moments.

Mr. FRANKLIN. But the other members of the crew and the officers may return?

Senator SMITH. So far as I know; and we will try to finish with Mr. Ismay to-morrow morning. We will stand adjourned until 10 o'clock to-morrow morning.

Thereupon, at 6.20 o'clock p. m., the committee adjourned until to-morrow, Tuesday, April 30, 1912, at 10 o'clock a. m.

The following is a copy of the notes of the wireless operator of the *Mount Temple*, introduced during the testimony of Capt. James Henry Moore, on Saturday, April 27, 1912.

COPY OF PROCES-VERBAL BOOK, STEAMSHIP "MOUNT TEMPLE."

Time. *Sunday evening, April 14, 1912.*

P. M.

- 9.55. Sigs. with M. P. A. Nil.
- 10.25. *Titanic* sending C. Q. D. Answer him, but he replies: "Can not read you, old man, but here my position, 41.46 N., 50.14 W. Come at once. Have struck berg." Informed captain.
- 10.35. *Carpathia* answers M. G. Y. M. G. Y. says: "Struck iceberg; come to our assistance at once." Sends position.
- 10.40. M. G. Y. still calling C. Q. D. Our captain reverses ship and steams for M. G. Y. We are about 50 miles off.
- 10.48. *Frankfurt* answers M. G. Y. M. G. Y. gives him his position and asks: "Are you coming to our assistance?" D. F. T. asks: "What is the matter with you?" M. G. Y. replies: "We have struck iceberg and sinking; please tell captain to come." "O. K.; will tell the bridge right away." "O. K.; yes; quick."
- 10.55. M. G. Y. calling S. O. S.
- 10.57. M. G. Y. calling M. K. C.
- 10.59. M. G. Y. working M. R. A.
- 11.00. M. G. Y. calling M. G. N. and C. Q. D.
- 11.10. M. G. Y. calling C. Q. D.
- 11.20. M. G. Y. gets M. K. C. and says "Captain says 'Get your boats ready. Going down fast at the head.'"
- 11.25. D. F. T. says "Our captain will go for you."
- 11.27. M. G. Y. calling C. Q. D. and M. B. C.
- 11.30. M. G. Y. calling C. Q. D.
- 11.35. M. K. C. sends M. S. G. to M. G. Y. M. G. Y. replies "We are putting the women off in the boats."
- 11.41. M. G. Y. says C. Q. D. engine room flooded.
- 11.43. M. G. Y. tells M. K. C. sea calm.
- 11.45. D. K. F. asks: "Are there any boats around you already?" No reply.
- 11.47. M. K. C. sends M. S. G. to M. G. Y. M. G. Y. acknowledges it and sends Rd.
- 11.55. D. F. T. and S. B. A. (Russian liner *Birma*) calling M. G. Y. No reply.

*Monday, April 15, 1912.*

a. m.

- 12.10. M. K. C., D. F. T., and M. B. C. calling M. G. Y. No reply.
- 12.25. S. B. A. tells D. F. T. he is 70 miles from M. G. Y.
- 12.50. All quiet now. M. G. Y. hasn't spoken since 11.47 p. m.
- 1.25. M. P. A. sends: "If you are there, we are firing rockets."
- 1.40. M. P. A. calling M. G. Y.
- 1.58. S. B. A. thinks he hears M. G. Y., so sends "Steaming full speed to you; shall arrive you 6 in the morning. Hope you are safe. We are only 50 miles now."
- 2.00. M. P. A. calls M. G. Y.
- 3.00. All quiet; we're stopped amongst pack ice.
- 3.05. S. B. A. and D. F. T. working.
- 3.20. S. B. A. and D. F. T. working. We back out of ice and cruise around. Large bergs about.
- 3.25. M. W. L. calls C. Q. I answer him and advise him of M. G. Y. and send him M. G. Y.'s position.
- 3.40. M. W. L. working D. F. T.; D. F. T. sends him the same.
- 4.00. M. W. L. working M. G. N.
- 4.25. M. W. L. working S. B. A.
- 5.20. Sigs. M. W. L.; wants my position; send it. We're very close.
- 6.00. Much jamming.
- 6.45. M. P. A. reports rescued 20 boatloads.
- 7.15. More jamming.
- 7.30. M. B. C. sends S. G. to M. W. L.: "Stand by immediately. You have been instructed to do so frequently. Balfour, inspector."
- 7.40. M. P. A. calls C. Q. and says: "No need to stand by him; nothing more can be done." Advise my captain, who has been cruising around the ice field with no result. Ship reversed. Standing by rest of day. M. P. A. and M. K. C. very busy.

M. G. Y., *Titanic*; M. K. C., *Olympic*; M. B. C., *Baltic*; M. G. N., *Virginian*; M. W. L., *Californian*; M. P. A., *Carpathia*; D. F. T., *Frankfurt*; S. B. A., *Birma*.

## TESTIMONY OF MR. JOSEPH G. BOXHALL.

[Testimony taken separately before Senator Burton on Monday, April 29, 1912.]

Senator BURTON. I understand you have testified before the full committee about the radiograms relating to ice?

Mr. BOXHALL. Yes, sir. I have stated upstairs, or in Senator Smith's presence, this afternoon that I did not hear of any ice reports the day of the accident.

Senator BURTON. None were reported to you?

Mr. BOXHALL. I did not hear any. There were none reported to me. I do not think any were reported during my watch on deck, or I should have heard it.

Senator BURTON. When was your watch on deck?

Mr. BOXHALL. I was on deck on Sunday morning from 8 o'clock until noon, and I was on again from 4 until 6, and then I was on again from 8 until the time of the accident.

Senator BURTON. You made an entry on the chart as to ice of which you had received information, did you not?

Mr. BOXHALL. Yes.

Senator BURTON. When was that?

Mr. BOXHALL. I can not get the day, but it was probably a couple of days before, when we had a radiogram from the captain of *La Touraine*, giving his position at 7 o'clock Greenwich time, and I worked out our position at 7 o'clock Greenwich time, and wrote out the time for Capt. Smith.

Senator BURTON. You made an entry of that on the chart?

Mr. BOXHALL. Yes; and showed the captain the position the captain of *La Touraine* had given us.

Senator BURTON. Do you recall what that position was?

Mr. BOXHALL. No, sir; but I recall this much, as I remarked to Capt. Smith, that those positions were of no use to us, because they were absolutely north of our track. You will understand these French boats do not keep the recognized tracks we do. French boats are always to be found to the northward. Therefore I plotted all these positions out. He had given us the position of a derelict, or something, and when I plotted this derelict and these various icebergs he had seen I could almost form an opinion of this track he had taken, and I said, "They are out of our way."

Senator BURTON. About how far north of your track?

Mr. BOXHALL. I could not say; but considerably north. He had gone right across the Banks.

Senator BURTON. Twenty or thirty miles?

Mr. BOXHALL. I would not like to say any distance. He had gone across the Banks, and we did not get on the Banks, at all.

Senator BURTON. You did not check that up with any special care after you had put that location down, because you thought it out of your course?

Mr. BOXHALL. It was put down just as carefully as I should have put it down if it had been on our course. I did not know exactly where she was until I saw the actual position on the chart. The captain saw me, and he was there alongside of me when I was putting the positions down, or shortly after I put them down, anyhow. He read the telegram and looked at it, and those positions satisfied him.

Senator BURTON. Did you receive any messages that informed you of ice in your track?

Mr. BOXHALL. Not to my knowledge.

Senator BURTON. Not when you were on watch?

Mr. BOXHALL. No, sir; and I do not think there were any received at all of ice on our track, or the word would have been passed around right away; everybody would have known it. As soon as these messages are received, where there is ice, one of the junior officers of the watch plots the positions on the chart.

Senator BURTON. What is the custom as to making observations? Does the same person take the observations who also makes the computations as to where you are?

Mr. BOXHALL. Sometimes. It just depends on the state of the weather, and it depends a lot on the captain. Some captains will not allow their senior officers to go inside of the chart room and work these observations out, leaving the junior officer on the bridge. Others do.

Senator BURTON. What was the case on the *Titanic*?

Mr. BOXHALL. In this case I think it was optional; of course, with a fair amount of regard for the weather. Sometimes the officers went inside, and sometimes they did not.

Senator BURTON. The captain of the *Mount Temple* maintains that the course as conveyed by the distress signal was wrong; that the *Titanic* was actually eight miles distant from the place indicated. What do you say as to that?

Mr. BOXHALL. I do not know what to say. I know our position, because I worked the position out, and I know that it is correct. One of the first things that Capt. Postron said after I met him was, “What a splendid position that was you gave us.”

Senator BURTON. You gave them what position?

Mr. BOXHALL.  $41^{\circ} 46'$  and  $50^{\circ} 14'$ .

Senator BURTON. And you are satisfied that was correct?

Mr. BOXHALL. Perfectly.

Senator BURTON. You computed it yourself, did you?

Mr. BOXHALL. I computed it myself, and computed it by star observations that had been taken by Mr. Lightoller that same evening; and they were beautiful observations.

Senator BURTON. Who made the computations on them?

Mr. BOXHALL. I did. You asked me if the officer who took the observations and the one who made the computations compared their results?

Senator BURTON. Yes.

Mr. BOXHALL. I do not see what there is to compare. The officer who takes the observations always is the senior officer.

Senator BURTON. He writes those down, does he?

Mr. BOXHALL. He simply takes the observations with his sextant. The junior officer takes the time with the chronometer, and then is told to work them out.

Senator BURTON. That is, another person works them out?

Mr. BOXHALL. Yes. If he does not think these things are correct, he tells you to work them over, and you have to do it.

Senator BURTON. Would there not be some danger of your mistaking a figure, or something of that kind, that is written down by another person?

Mr. BOXHALL. When you take stars you always endeavor, as they did that night, to take a set of stars. One position checks another. You take two stars for latitude, and two for longitude, one star north and one star south, one star east and one star west. If you find a big difference between eastern and western stars, you know there is a mistake somewhere. If there is a difference between these two latitude stars you know there is a mistake somewhere. But, as it happened, I think I worked out three stars for latitude and I think I worked out three stars for longitude.

Senator BURTON. And they all agreed?

Mr. BOXHALL. They all agreed.

Senator BURTON. What time did you do that?

Mr. BOXHALL. I really do not know what time it was. I was working these things out after 8 o'clock, and Mr. Lightoller took them before 8 o'clock.

Senator BURTON. About how long was that before the collision?

Mr. BOXHALL. The collision was at 11.43, I think.

Senator BURTON. And how long before the collision did you make this computation?

Mr. BOXHALL. I suppose about 10 o'clock. Yes; I finished before 10 o'clock, because I gave Mr. Lightoller the results when I finished.

Senator BURTON. And the result as to the position of the ship was arrived at by computing your speed after 10 o'clock to the time of the collision?

Mr. BOXHALL. Yes.

Senator BURTON. You are very sure it was right, and Capt. Rostron said it was?

Mr. BOXHALL. Capt. Rostron said it was a very, very good position. After I had worked these observations of Mr. Lightoller's I was taking star bearings for compass error for myself, and I was working those out. That is what kept me in the chart room most of the time. I was making computations most of the time.

Senator BURTON. Did you yourself receive these messages relating to ice?

Mr. BOXHALL. I received those I copied.

Senator BURTON. What did Murdock mean by the expression "I intended to port around it?" What is the meaning of that expression?

Mr. BOXHALL. That is easier described than explained.

Mr. Boxhall explained on a diagram the meaning of the term referred to.

Senator BURTON. How near was the wireless station to the bridge?

Mr. BOXHALL. The wireless station was in the after part of the officers' quarters, between the second and third funnels.

Senator BURTON. And to whom did you give the longitude and latitude?

Mr. BOXHALL. I took it in on a piece of paper, and the wireless operator had the receivers on his ears. It is the usual thing, whenever I go into a Marconi office, and the operators are busy listening, not to interrupt them. Whatever I have to say I write down.

Senator BURTON. You wrote it down and handed it to him?

Mr. BOXHALL. Yes.

Senator BURTON. And he sent it immediately, did he?

Mr. BOXHALL. I judge so.

Senator BURTON. How much did the *Titanic* draw at that time?

Mr. BOXHALL. I could not say what the draft was when we left Southampton; probably 33 feet.

Senator BURTON. You are very positive you saw that ship ahead on the port bow, are you?

Mr. BOXHALL. Yes, sir; quite positive.

Senator BURTON. Did you see the green or red light?

Mr. BOXHALL. Yes; I saw the side lights with my naked eye.

Senator BURTON. When did you see them?

Mr. BOXHALL. From our ship, before I left the ship. I saw this steamer's stern light before I went into my boat, which indicated that the ship had turned around. I saw a white light, and I could not see any of the masthead lights that I had seen previously, and I took it for a stern light.

Senator BURTON. Which light did you see first?

Mr. BOXHALL. I saw the masthead lights first, the two steaming lights; and then, as she drew up closer, I saw her side lights through my glasses, and eventually I saw the red light. I had seen the green, but I saw the red most of the time. I saw the red light with my naked eye.

Senator BURTON. Did she pull away from you?

Mr. BOXHALL. I do not know when she turned; I can not say when I missed the lights, because I was leaving the bridge to go and fire off some more of those distress rockets and attend to other duties.

Senator BURTON. Then your idea is that she was coming toward you on the port side?

Mr. BOXHALL. Yes.

Senator BURTON. Because you saw the red light and the masthead lights?

Mr. BOXHALL. Yes, sir.

Senator BURTON. Afterward you saw the green light, which showed that she had turned?

Mr. BOXHALL. I think I saw the green light before I saw the red light, as a matter of fact. But the ship was meeting us. I am covering the whole thing by saying the ship was meeting us.

Senator BURTON. Your impression is she turned away, or turned on a different course?

Mr. BOXHALL. That is my impression.

Senator BURTON. At a later time, when you were in the boat after it had been lowered, what light did you see?

Mr. BOXHALL. I saw this single light, which I took to be her stern light, just before I went away in the boat, as near as I can say.

Senator BURTON. How long did you see this stern light?

Mr. BOXHALL. I saw it until I pulled around the ship's stern. I had laid off a little while on the port side, on which side I was lowered, and then I afterwards pulled around the ship's stern, and, of course, then I lost the light, and I never saw it anymore.

Senator BURTON. Her course, as she came on, would have been nearer to your course; that is, your course was ahead, there, and she was coming in toward your course?

Mr. BOXHALL. Yes, sir; she was slightly crossing it, evidently. I suppose she was turning around slowly.

Senator BURTON. Is it your idea that she turned away?



Mr. BOXHALL. That is my idea, sir.

Senator BURTON. She kept on a general course toward the east, and then bore away from you, or what?

Mr. BOXHALL. I do not think she was doing much steaming. I do not think the ship was steaming very much, because after I first saw the masthead lights she must have been still steaming, but by the time I saw her red light with my naked eye she was not steaming very much. So she had probably gotten into the ice, and turned around.

Senator BURTON. What do you think happened after she turned around? Do you think she went away to avoid the ice?

Mr. BOXHALL. I do not know whether she stayed there all night, or what she did. I lost the light. I did not see her after we pulled around to the starboard side of the *Titanic*.

Senator BURTON. Then you lost track of her?

Mr. BOXHALL. Yes.

Senator BURTON. And you saw her no more after that?

Mr. BOXHALL. No, sir. As a matter of fact, Capt. Smith was standing by my side, and we both came to the conclusion that she was close enough to be signaled by the Morse lamp. So I signaled to her. I called her up, and got no answer. The captain said, “Tell him to come at once, we are sinking.” So I sent that signal out. “Come at once, we are sinking.”

Senator BURTON. And you kept firing up those rockets?

Mr. BOXHALL. Then leaving off and firing rockets. There were a lot of stewards and men standing around the bridge and around the boat deck. Of course, there were quite a lot of them quite interested in this ship, looking from the bridge, and some said she had shown a light in reply, but I never saw it. I even got the quartermaster who was working around with me—I do not know who he was—to fire off the distress signal, and I got him to also signal with the Morse lamp—that is just a series of dots with short intervals of light—whilst I watched with a pair of glasses to see whether this man did answer, as some people said he had replied.

Senator BURTON. You saw nothing of the hull of the boat?

Mr. BOXHALL. Oh, no; it was too dark.

I have already stated, in answer to a question, how far this ship was away from us, that I thought she was about 5 miles, and I arrived at it in this way. The masthead lights of a steamer are required by the board of trade regulations to show for 5 miles, and the signals are required to show for 2 miles.

Senator BURTON. You could see that distance on such a night as this?

Mr. BOXHALL. I could see quite clearly.

Senator BURTON. You are very sure you are not deceived about seeing these lights?

Mr. BOXHALL. Not at all.

Senator BURTON. You saw not only the mast light but the side lights?

Mr. BOXHALL. I saw the side lights. Whatever ship she was she had beautiful lights. I think we could see her lights more than the regulation distance, but I do not think we could see them 14 miles.

Thereupon, at 7.10 p. m., the subcommittee adjourned until tomorrow, Tuesday, April 30, 1912, at 10 o'clock a. m.

11255  
15

# **“TITANIC” DISASTER**

---

## **HEARING**

**BEFORE A**

## **SUBCOMMITTEE OF THE COMMITTEE ON COMMERCE UNITED STATES SENATE**

**SIXTY-SECOND CONGRESS**

**SECOND SESSION**

**PURSUANT TO**

**S. RES. 283**

**DIRECTING THE COMMITTEE ON COMMERCE TO INVESTIGATE THE CAUSES LEADING TO THE WRECK  
OF THE WHITE STAR LINER “TITANIC”**

---

**PART 11**

---

**Printed for the use of the Committee on Commerce**

---

**SUBCOMMITTEE OF THE COMMITTEE ON COMMERCE.**

**UNITED STATES SENATE.**

**WILLIAM ALDEN SMITH, Michigan, *Chairman.***

**GEORGE C. PERKINS, California.**

**F. M. SIMMONS, North Carolina.**

**JONATHAN BOURNE, Jr., Oregon.**

**FRANCIS G. NEWLANDS, Nevada.**

**THEODORE E. BURTON, Ohio.**

**DUNCAN U. FLETCHER, Florida.**

**W. M. MCKINSTRY, *Clerk.***

/

LIST OF WITNESSES.

---

	Page.
Bishop, Dickinson H.....	968
Bishop, Mrs. Helen W.....	966
Dunn, Edward J.....	903
Gracie, Archibald.....	957, 972
Ismay, J. Bruce.....	906, 949
Morgan, Charles H.....	905
Stengel, C. E. Henry.....	938



## **“TITANIC” DISASTER.**

---

**TUESDAY, APRIL 30, 1912.**

**SUBCOMMITTEE OF THE COMMITTEE ON COMMERCE,  
UNITED STATES SENATE,  
Washington, D. C.**

The subcommittee met at 10 o'clock a. m.

Present: Senators Smith (chairman), Burton, and Fletcher.

### **TESTIMONY OF EDWARD J. DUNN.**

Mr. Dunn was sworn by the chairman.

Senator SMITH. Where do you reside, Mr. Dunn?

Mr. DUNN. Beechhurst, Long Island.

Senator SMITH. How old are you?

Mr. DUNN. Thirty-five years old.

Senator SMITH. What is your business?

Mr. DUNN. Salesman.

Senator SMITH. What do you know, Mr. Dunn, with reference to the receipt of a telegram addressed to “Islefrank,” or “Franklin,” and received by an operator on Monday morning, April 15, about 8 o'clock? Kindly tell us.

Mr. DUNN. On April 18, at luncheon, with an acquaintance, we were discussing the disaster of the *Titanic*, and also the supposed reinsurance of the cargo; and we wondered why it was that the news was held back until Monday morning. The question arose that there were rumors that there was a telegram delivered at the Western Union office to be delivered, or a message had been received by wireless addressed to Islefrank; and the wireless people, not knowing who Islefrank was, in turn turned that telegram over to the Western Union people to deliver to Islefrank. It appears that the telegram was delivered at the White Star office between half past 7 and 8 o'clock that Monday morning.

Senator BURTON. One moment. What is the source of this information? You say: “It appears.”

Senator SMITH. I am going to run that down, Judge, in just a moment. These questions are merely preliminary.

Go right ahead and state just what you know about the matter, Mr. Dunn.

Mr. DUNN. That ends the conversation regarding the telegram. That ends with simply the fact that the company delivered it between half past 7 and 8 o'clock that Monday morning.

Senator SMITH. I would like you to give me the name of your informant.

The witness did not reply.



Senator SMITH. Do you know his name?

Mr. DUNN. I do.

Senator SMITH. I would like to have you give it to the committee.

Mr. DUNN. I pledged my word that I would not disclose his name.

Senator SMITH. Did he exact that pledge from you?

Mr. DUNN. He did.

Senator SMITH. Have you since tried to be released from that pledge?

Mr. DUNN. I have.

Senator SMITH. When did you last see your informant?

Mr. DUNN. At five minutes to 6 last night.

Senator SMITH. Where?

Mr. DUNN. At the Pennsylvania depot.

Senator SMITH. What did he say to you?

Mr. DUNN. He agreed to come on here this morning to testify.

Senator SMITH. Did he come?

Mr. DUNN. He did not.

Senator SMITH. Under the circumstances, it seems to me that it would be very proper for you to give the committee his name, on account of his failure to keep his word.

Mr. DUNN. The only thing I have from him is simply a telegram received from him. Here is the telegram.

Senator SMITH. Just read it, please, for the information of the committee.

Mr. DUNN (reading):

Regret circumstances do not permit departure. No. sig.

Senator SMITH. It is signed: "No sig."; dated, "Brooklyn, N. Y., April 29-12," and addressed: "Edward J. Dunn." Down in the left hand corner is the notation, "11.45 p. m."

I ask you again, Mr. Dunn, to give me the name of your informant.

Mr. DUNN. I can not do it.

Senator SMITH. I must insist upon it, Mr. Dunn. I dislike very much to press you.

Mr. DUNN. I tried to communicate with this gentleman this morning by telephone, and I have been informed that he was not at his place of business. Usually he arrives there very early, and it was 8.15 when I telephoned him, and he had not been there up to that time.

Senator SMITH. What is his business?

Mr. DUNN. He is engaged in the same business I am in.

Senator SMITH. What is that?

Mr. DUNN. Importing wall papers.

Senator SMITH. I think I shall insist, Mr. Dunn, that you give us his name. My associates say that we must have his name.

Mr. DUNN. I regret it very much, Senator, but I can not give it to you.

Senator SMITH. Of course, you can see its importance.

Mr. DUNN. I realize the fact that it is important.

Senator SMITH. Did your informant advise you what the result would be if you gave his name to the public?

Mr. DUNN. It was simply a matter of protecting his father.

Senator SMITH. What did he say about his father?

Mr. DUNN. He said his father had been a man who was employed by the Western Union people for a great many years, a man pretty well advanced in years, and he said that if this matter came out, knowing he was the one who was supposed to have this information, he would lose his position.

Senator SMITH. Just retire from the stand a moment, Mr. Dunn, and go to my office.

I want to call Mr. Morgan for just a moment. He is the deputy marshal from Cleveland.

The witness was sworn by the chairman.

### TESTIMONY OF MR. CHARLES H. MORGAN.

Senator SMITH. What is your full name?

Mr. MORGAN. Charles H. Morgan.

Senator SMITH. Where do you live?

Mr. MORGAN. Cleveland, Ohio.

Senator SMITH. What position do you hold?

Mr. MORGAN. Deputy United States marshal.

Senator SMITH. As such deputy marshal, did you bring Luis Klein from Cleveland to Washington?

Mr. MORGAN. Yes, sir.

Senator SMITH. Was he in your custody while here?

Mr. MORGAN. Well, I was with him—trying to be with him—yes, sir.

Senator SMITH. Did he sign this paper [handing witness paper]?

Mr. MORGAN. I did not see him personally, but I know that he did, because it came out from the office.

Senator SMITH. In consequence of that, no process was served on him?

Mr. MORGAN. I think not; no, sir.

Senator SMITH. I want to read this in the record, in order that the record may dispose of this witness properly.

Senator Smith read the paper referred to in full, as follows:

OFFICE OF THE UNITED STATES ATTORNEY,  
NORTHERN DISTRICT OF OHIO,  
Cleveland, Ohio, April 22, 1912.

The UNITED STATES ATTORNEY, and  
The UNITED STATES MARSHAL,  
Cleveland, Ohio.

GENTLEMEN: I hereby waive issuance and service of process and subpoena on me in the matter of the investigation of the so-called *Titanic* disaster, before the United States Senate subcommittee, and voluntarily consent to be taken by the United States marshal from Cleveland, Ohio, to Washington, D. C., for the purpose of giving my testimony before said committee.

LUIS KLEIN.

Senator SMITH. Do you know what has become of this witness?

Mr. MORGAN. No.

Senator SMITH. Do you know when he departed from his temporary abode here?

Mr. MORGAN. We got here Tuesday morning, and I saw him up to 11 o'clock Tuesday night, and was to bring him up here. I was to get him up and help him—get him out of bed at 8 o'clock; but it seems he left the hotel at 7 o'clock, leaving what few things he had. He went out without his collar and necktie.

Senator SMITH. And he has not been seen since?

Mr. MORGAN. No, sir.

Senator SMITH. Have you endeavored to find him?

Mr. MORGAN. Yes, sir. I immediately notified the people here, and have been following instructions, trying to locate the man.

Senator SMITH. You have not succeeded?

Mr. MORGAN. No, sir.

Senator FLETCHER. Had anybody seen him during the night?

Mr. MORGAN. Nobody did; no, sir—that is, according to everybody at the hotel; and I know that no one saw him up to 11 o'clock at night.

Senator FLETCHER. Did you stop at the same hotel with him?

Mr. MORGAN. I did, yes, sir; and the night clerk and the bell boys and all said there was not anyone with him—at least to the best of their knowledge. I am very positive they did not.

Senator FLETCHER. That is all.

Senator SMITH. That is all. You may be excused, and you need not remain any longer under the orders of the committee.

Mr. FRANKLIN. Mr. Chairman, might I suggest that a copy of that testimony be sent to the president or other officers of the Western Union Telegraph Co.?

Senator SMITH. Which testimony?

Mr. FRANKLIN. Mr. Dunn's.

Senator SMITH. That it be sent——

Mr. FRANKLIN. To the president or other officers of the Western Union Telegraph Co., informing them that this has been information given out by one of their employees, and asking them to produce the message.

Senator SMITH. I have tried very hard to get the message, and I have tried to get the employees. Will you take the same course in this matter as you did yesterday?

Mr. FRANKLIN. Absolutely.

Senator SMITH. You will waive all questions of right?

Mr. FRANKLIN. Absolutely; and every point connected with any telegrams or wireless messages or cables. I should like to have this sifted to the bottom if it can be.

Senator SMITH. That has been my effort, and I have tried my best; and I am not going to slacken any.

Mr. FRANKLIN. That is right, sir.

Senator SMITH. Is Mr. Bishop in the room?

There was no response.

Senator SMITH. Is Mrs. Bishop in the room?

There was no response.

Senator SMITH. Is Col. Gracie here?

There was no response.

Senator SMITH. Mr. Ismay, will you take the stand, please?

#### TESTIMONY OF MR. J. BRUCE ISMAY—Recalled.

Senator SMITH. Mr. Ismay, you were sworn in New York.

Mr. ISMAY. I was, sir.

Senator SMITH. I desire to ask you a few questions in addition to those I asked you the other day.

I believe you said your state room was on A deck?

Mr. ISMAY. On B deck.

Senator SMITH. On B deck; No. 56?

Mr. ISMAY. I am not sure whether I said 52 or 56; but a gentleman who was on the stand yesterday said he had 52, and if he had, I could not have had it. I must have been in 56, I think.

Senator SMITH. How long have you been the managing director of the International Mercantile Marine Co.?

Mr. ISMAY. The general manager?

Senator SMITH. Yes; how long have you held the office you now hold?

Mr. ISMAY. I think since about 1910, sir. I succeeded Mr. Griscom.

Senator SMITH. In such position, what were your duties?

Mr. ISMAY. I had general control of the steamship business of the International Mercantile Marine Co.

Senator SMITH. And its constituent companies?

Mr. ISMAY. Yes, sir; with the exception of the Leyland Line. I think the captain of the *Californian* said I had control of the Leyland Line. That is not correct. The Leyland Line has its own general manager and its own board of directors.

Senator SMITH. Is its stock owned by your company?

Mr. ISMAY. Controlled—not entirely. There is a certain amount of stock held altogether by outside individuals.

Senator SMITH. Is the majority of the stock owned by your company?

Mr. ISMAY. Yes, sir.

Senator SMITH. So that you are in a position to control the Leyland Line if you care to do so?

Mr. ISMAY. Yes, sir.

Senator SMITH. And the steamship *Californian* is one of the ships of the Leyland Line?

Mr. ISMAY. Yes, sir.

Senator SMITH. How many steamship lines are under the control of your company?

Mr. ISMAY. There is the American Line——

Senator SMITH (interposing). In naming them I would like to have you, if you will, name the routes or principal ports of call of these various lines?

Mr. ISMAY. Of the whole fleet, sir?

Senator SMITH. Of the whole fleet; yes.

Mr. ISMAY. We have the American Line of steamers, which run between Southampton and New York. They also have service between Philadelphia and Liverpool.

We have the Atlantic Transport Line, which runs from New York to London, from Philadelphia to London, and from Baltimore to Antwerp and London.

There is the White Star Line that runs from New York to Liverpool, from New York to Southampton; from Liverpool to Australia, and from Liverpool to New Zealand; from New York to the Mediterranean, and from Boston to the Mediterranean; from Montreal to Liverpool—the White Star Line also.

We have the Mississippi & Dominion Line that runs steamers from Montreal to Liverpool; and the British North Atlantic that runs steamers from Montreal to Liverpool, and from Montreal to Avonmouth.

The Leyland Line runs from Boston to Liverpool, from Boston to London, to the West Indies, and down to some South American ports, and to New Orleans.

The White Star Line runs from New York to Antwerp, from Antwerp to Boston, and then down from Boston to Philadelphia and Baltimore.

I think that is all, as far as I can remember.

Senator SMITH. Have you any lines to Australia?

Mr. ISMAY. Yes; the White Star Line runs from London to Australia. They go from Liverpool to Australia, and come from Australia back to London, and then on to Liverpool, calling at the Cape of Good Hope outward and inward bound. The New Zealand steamers from London go out by the Cape of Good Hope and come home by Cape Horn.

Senator SMITH. Have you any lines to Brazil?

Mr. ISMAY. No, sir.

Senator SMITH. Or Buenos Aires?

Mr. ISMAY. No, sir.

Senator SMITH. I mean the Argentine?

Mr. ISMAY. There may be tramp steamers going down there with coal, but we have no regularly established lines.

Senator SMITH. Is there any service other than that which you have described to the Mediterranean?

Mr. ISMAY. No, sir; simply from New York to the Mediterranean, and from Boston to the Mediterranean.

Senator SMITH. Touching at all these principal ports of the Mediterranean?

Mr. ISMAY. Yes, sir; Gibraltar and Naples and Algiers, and right through to Alexandria.

Senator SMITH. How many ships constitute this fleet?

Mr. ISMAY. I am afraid I could not tell you. I think it amounts to about a million tons altogether, in round figures. I do not know the number. You will find the number in that report for 1910 which Mr. Franklin gave you, the International Mercantile Marine Co.'s report, showing the names of all the steamers and the tonnage.

Senator SMITH. Is the investment in ships of your company its principal and only investment?

Mr. ISMAY. Yes, sir; I should think so.

All the money we have is invested in ships or works appertaining to the ships; that is, works that we keep going for the ships, repair shops and those kind of things; nothing outside of that.

Senator SMITH. What I was getting at was the question whether your company built any of its own vessels.

Mr. ISMAY. No, sir. We would only do the ordinary repairs; what we call the voyage repairs.

Senator SMITH. I think the record shows that the capitalization and bonded indebtedness of your company aggregates about \$153,000,000?

Mr. ISMAY. Yes, sir. Mr. Franklin gave that in his testimony.

Senator SMITH. Is this amount represented, so far as you are able to say, by the property you have described?

Mr. ISMAY. Yes, sir.

Senator SMITH. Are you interested personally or is your company interested in the shipbuilding firm of Harland & Wolff?

Mr. ISMAY. No, sir.

Senator SMITH. They were the builders of the *Titanic*, were they not?

Mr. ISMAY. Messrs. Harland & Wolff, of Belfast, built the *Titanic*; yes, sir.

Senator SMITH. Have they built other ships for your company?

Mr. ISMAY. They built practically the whole fleet of the White Star Line.

Senator SMITH. Including the *Olympic* and the *Baltic*?

Mr. ISMAY. The *Olympic* and the *Baltic* and all those ships.

Senator SMITH. Under whose immediate supervision has that work been done?

Mr. ISMAY. Lord Pirrie is chairman of the company.

Senator SMITH. He is chairman of the building company?

Mr. ISMAY. He is chairman of the building company.

Senator SMITH. Has Mr. Andrews held——

Mr. ISMAY (interrupting). He was one of the directors of Harland & Wolff.

Senator SMITH. He himself was a builder?

Mr. ISMAY. Yes.

Senator SMITH. Was he an engineer?

Mr. ISMAY. I would not call him an engineer. He was more of a designer, and was superintending the building of the ships.

Senator SMITH. Did he have anything to do with building the *Olympic*?

Mr. ISMAY. He had a great deal to do with designing the *Olympic*.

Senator SMITH. And he designed the *Titanic*?

Mr. ISMAY. And he designed the *Titanic*.

Senator SMITH. And was one of its passengers on this ill-fated voyage?

Mr. ISMAY. Yes, sir.

Senator SMITH. And he did not survive?

Mr. ISMAY. He did not.

Senator SMITH. I have forgotten, Mr. Ismay, whether you were at Belfast when the trial trips of the *Titanic* were made.

Mr. ISMAY. No, sir. As I came out on the first voyage of the ship, I did not go over for the trial trips.

Senator SMITH. Do you know whether Mr. Andrews was there at Belfast when the trial trips were made?

Mr. ISMAY. I believe he was. I think he came around in the ship from Belfast to Southampton.

Senator SMITH. Do you know whether any officer or director of your company was at Belfast when the trial trips were made?

Mr. ISMAY. Yes; Mr. Sanderson was on the ship.

Senator SMITH. What place did he hold?

Mr. ISMAY. He is manager of the White Star Line and a director of the White Star Line. I think he is a director of the International Mercantile Marine Co., and one of the vice presidents. Mr. Sanderson was also on board the ship.

Senator SMITH. He was also a director.

Mr. ISMAY. Of the International Mercantile Marine Co.; yes, sir.

Senator SMITH. Did both of these directors make the voyage from Belfast to Southampton on the ship?

Mr. ISMAY. Yes, sir; I believe so.



Senator SMITH. But neither of them was aboard the ship on this last voyage?

Mr. ISMAY. No, sir.

Senator SMITH. What is the relationship of the vessels of the International Mercantile Marine Co., or any of its constituent companies, to the British Navy?

Mr. ISMAY. I am afraid I do not understand quite what you mean?

Senator SMITH. I want to know whether any of the ships of your fleet are, by any arrangement with the British Government, auxiliary to their Navy?

Mr. ISMAY. No, sir.

Senator SMITH. What mail contracts have you with the British Government or any other Government?

Mr. ISMAY. We have a mail contract for carrying the mails from Southampton to New York, for which we receive a lump-sum payment of £70,000 a year; \$350,000 a year.

Senator SMITH. £70,000?

Mr. ISMAY. That is the maximum payment that we can receive.

Senator SMITH. For that payment what are you supposed to do?

Mr. ISMAY. We carry the mails from Southampton. We pick up the mails at Southampton, and then we go on to Queenstown and pick up any mails that are there, and land them in New York.

Senator SMITH. In that contract is there any condition that you shall make any specific speed between Southampton and New York?

Mr. ISMAY. No, sir. We are supposed to use the fastest ships we have in our fleet for the conveyance of the mails, but there is absolutely no penalty attached to our not making any special speed.

Senator SMITH. Is there any minimum?

Mr. ISMAY. I think there is. I think there is a minimum; or we are not allowed to put the mails into ships that will go less than 16 knots, or something like that.

Senator SMITH. Is the arrangement that you have with the British postal authorities?

Mr. ISMAY. Yes.

Senator SMITH. That arrangement provides that this mail shall be dispatched in the most direct and expeditious manner possible, and that you shall not loiter, at a minimum speed of less than 16 knots per hour?

Mr. ISMAY. I think it is 16 knots, sir. The contract is printed. The contract is a public document.

Senator SMITH. You say that you are supposed to carry these mails on your fastest ships?

Mr. ISMAY. Yes.

Senator SMITH. Have you any mail contracts with the Government of the United States?

Mr. ISMAY. No, sir. Oh, I beg your pardon; I was speaking then of the White Star Line. The American Line has a contract.

Senator SMITH. What kind of a contract is that?

Mr. ISMAY. I think they get \$4 a mile, and have to carry the mails. I do not know whether they receive any payment for the mails.

Senator SMITH. \$4 per mile?

Mr. ISMAY. Per mile.

Senator SMITH. Only per mile?

Mr. ISMAY. Yes.



Senator SMITH. Not per ton?

Mr. ISMAY. No, sir.

Senator SMITH. There is no ton requisite?

Mr. ISMAY. No, sir; it is per mile.

Senator SMITH. And is that for mail service between New York and Southampton?

Mr. ISMAY. Yes.

Senator SMITH. Have you any contract with the United States Government for mail service between New York or Boston and other ports than Southampton?

Mr. ISMAY. No, sir.

Senator SMITH. Is there any speed condition in the contract of the United States Government?

Mr. ISMAY. I am really not conversant with that contract, sir.

Senator SMITH. I think you said you have no mail contracts with any other Governments?

Mr. ISMAY. We have a mail contract with the Canadian Government. I think we get \$1,000 a ship for taking the mails from Quebec to Liverpool.

Senator SMITH. Do you remember the term of years of your British contract?

Mr. ISMAY. It is subject to 12-months' notice.

Senator SMITH. It is perpetual, with the privilege of discontinuing on 12-months' notice?

Mr. ISMAY. Either side can give 12-months' notice, and discontinue the contract at any time.

Senator SMITH. It is subject to rearrangement?

Mr. ISMAY. That would be the subject of negotiation between the post office and ourselves.

Senator SMITH. Are the terms of that contract subject to readjustment from time to time?

Mr. ISMAY. No, sir; it is an absolutely set contract, subject to 12 months' notice.

Senator SMITH. In making that contract with the British Government, were you obliged to enter into competition with any rival line?

Mr. ISMAY. No; I do not think so, sir. I think the arrangement was made between the White Star Line and the Cunard Co. and the Government.

Senator SMITH. Was the Cunard Co. the only competition that you had in that field?

Mr. ISMAY. Yes. I do not know any other British company which has a contract with the British Government for carrying mail across the western ocean, at least, so far as England and the United States are concerned.

Senator SMITH. Then you have an arrangement between the Cunard Co. and your own company with reference to this contract?

Mr. ISMAY. No; I would not say that. The Cunard Co. negotiated with the Government so far as they were concerned, and we negotiated with the Government so far as we were concerned.

Senator SMITH. Does the Cunard Co. receive any division of this income; does it receive any portion of this income of \$350,000 a year?

Mr. ISMAY. No, sir.

Senator SMITH. And is that the case with the American Government; does the same situation exist with the American Government?

Mr. ISMAY. During the winter months we do not run four White Star steamers. We have been in the habit of running two White Star steamers and two American Line steamers, and the White Star Line always credits the American Line with their share of the mail matter; so that you might divide the mail matter into 52 weeks, one boat a week.

Senator SMITH. But there is no copartnership arrangement of any kind?

Mr. ISMAY. Absolutely none.

Senator SMITH. Or any division of this income, as the result of an understanding between the two companies?

Mr. ISMAY. No, sir.

Senator SMITH. In making the bid or proffering your ships for this service were you obliged to compete with any other company?

Mr. ISMAY. No, sir; I do not think so.

Senator SMITH. In either contract?

Mr. ISMAY. Of course, we simply get paid by the weight of the mail we carry from here. We have absolutely no contract with the United States Post Office Department. We are paid by weight.

Senator SMITH. Has the question of the speed of your ships entered into this postal arrangement in any way?

Mr. ISMAY. From England?

Senator SMITH. From England.

Mr. ISMAY. It must have done so; because, naturally, they would not give a contract to any ships which were slow ships.

Senator SMITH. Is this item of \$350,000 a year regarded as a desirable part of your income?

Mr. ISMAY. Yes.

Senator SMITH. For that alone you would not be able to operate these big ships?

Mr. ISMAY. No.

Senator SMITH. But in connection with your general business——

Mr. ISMAY. It all helps.

Senator SMITH (continuing). It all goes to make an inducement to build and operate these ships?

Mr. ISMAY. Yes; but I do not think that £70,000 a year would induce anybody to build big ships.

Senator SMITH. No; not in itself?

Mr. ISMAY. No, sir.

Senator SMITH. Has the company of which you are the head been afflicted with the loss of many ships at sea under your management?

Mr. ISMAY. No, sir; I do not think we have had more than our share, perhaps.

Senator SMITH. Do you now recall how many you have lost during your management?

Mr. ISMAY. The only two that I remember are the *Republic* and the *Naronic*. I really was not the manager when the *Naronic* was lost. The only ship that has been lost since I have been manager is the *Republic*.

Senator SMITH. Where was the *Republic* lost, do you remember?

Mr. ISMAY. She was lost by being run into by an Italian steamer, I do not remember where; I think she was about 36 hours out of New York, but I really do not remember the place.

Senator SMITH. Do you remember where the *Naronic* was lost?

Mr. ISMAY. She was never heard of after leaving Liverpool.

Senator SMITH. For what port was she destined?

Mr. ISMAY. New York.

Senator SMITH. And you have no means of knowing as to the latitude and longitude in which that boat was lost?

Mr. ISMAY. No, sir; she was practically a new ship when she was lost, and her sister ship is now running between Liverpool and Australia.

Senator SMITH. What was her tonnage?

Mr. ISMAY. I do not remember, sir.

Senator SMITH. Do you remember how much she cost?

Mr. ISMAY. No; I could not tell you that.

Senator SMITH. Do you remember how high she was insured?

Mr. ISMAY. I do not think she had been insured at all, sir.

Senator SMITH. Then you have no data by which you are able to enlighten the committee as to where she was lost, or as to her tonnage or value?

Mr. ISMAY. No, sir; but I will very gladly give you her tonnage and her value. So far as the insurance is concerned, I can state that she was not insured. The underwriter of the company took the whole risk concerned.

Senator SMITH. Do you know what the average revenue per trip, gross and net, of the *Olympic* is?

Mr. ISMAY. That would entirely depend on the time of year.

Senator SMITH. At this time of year?

Mr. ISMAY. I really could not tell you offhand, sir.

Senator SMITH. Can you approximate it?

Mr. ISMAY. I am almost afraid to answer the question, because it might be so very misleading.

Senator SMITH. I will not press it, Mr. Ismay.

Mr. ISMAY. I will give it to you, gladly.

Senator SMITH. Perhaps you can furnish us with that information.

Mr. ISMAY. Certainly; I can give you the exact figures.

Senator SMITH. Can you, in the same connection, give us your estimated figures upon the earning capacity of the *Titanic* at this time of the year?

Mr. ISMAY. What profit she would have left on the voyage?

Senator SMITH. What gross return and what net return per trip you had figured on.

Mr. ISMAY. No; I could not give you that. We have the figures of the *Olympic*, of course, which would be on the same lines as those of the *Titanic*. The ships were practically sister ships.

Senator SMITH. Can you tell me whether the ships or vessels of the lines of which you are managing director are classed in any of the accepted classifications or societies?

Mr. ISMAY. Some of the ships, I believe, are classed in Lloyd's. So far as the White Star Line are concerned, they have never classed any of their ships, as the ships have always been built far in excess of any of those requirements. We have always been in the habit of taking out a passenger certificate on all our ships, which is a check on our own people that those ships have been kept absolutely up to the mark.

Senator SMITH. In letting contracts for building your ships, and particularly the *Titanic*, was there any limit of cost placed on the contractors who built the ship?

Mr. ISMAY. No, sir. We have never built a ship with Messrs. Harland & Wolff by contract at all. They have carte blanche to build the ship and put everything of the very best into that ship, and after they have spent all the money they can on her they add on their commission to the gross cost of the ship, which we pay them. We have never built a ship by contract.

Senator SMITH. The plans that are made are made by your engineers or theirs?

Mr. ISMAY. The plans?

Senator SMITH. The plans, drawings, and specifications.

Mr. ISMAY. Messrs. Harland & Wolff prepare the plans. They are then submitted to us, to the directors of the White Star Line or to the manager of the White Star Line. They are carefully gone through with the representatives from the shipbuilders. They try to make suggestions to improve those plans. They are taken back and thoroughly thrashed out again, and they are submitted, I should be afraid to say how often. You see, when you build a ship you have to start building her probably five or six years before you want her.

Senator SMITH. Who of your company directed the Harland & Wolff Co. to build the *Titanic*?

Mr. ISMAY. I did, sir.

Senator SMITH. What did you say to them?

Mr. ISMAY. It is very difficult for me to say what I said. It would be in a conversation with Lord Pirrie, that we had decided to build the *Olympic* and the *Titanic*.

Senator SMITH. Were both ships ordered at the same time?

Mr. ISMAY. Yes, sir.

Senator SMITH. What did you say to them? Did you say, "We want the largest and best ship that you can build safely"?

Mr. ISMAY. We would naturally try to get the best ship we possibly could. We wanted the best ship crossing the north Atlantic when we built her.

Senator SMITH. And when you gave the order that was your instruction?

Mr. ISMAY. Yes, sir.

Senator SMITH. And you made no limitation as to cost?

Mr. ISMAY. Absolutely none.

Senator SMITH. You were content that they should build that ship at whatever it cost to build it?

Mr. ISMAY. Yes, sir. What we wanted was the very best ship they could possibly produce.

Senator SMITH. You examined this ship, I assume, on the voyage from Liverpool to the place of the accident, from time to time?

Mr. ISMAY. I was never outside the first-class passenger accommodations on board the ship, sir. I never went in any part of that ship that any other first-class passenger had not a perfect right to go to. I had not made any inspection of the ship at all.

Senator SMITH. From that do you wish to be understood as saying that you were not officially on board the ship for the purpose of inspecting?

Mr. ISMAY. No, sir; I do not. I was there to inspect the ship and see if there were any defects in her, with the idea of not repeating them in the other ship which we are now building at Belfast.

Senator SMITH. You are building another ship of the same type now?

Mr. ISMAY. We are now building a sister ship to the *Olympic*.

Senator SMITH. Did you make these observations?

Mr. ISMAY. No, sir; I had not been around the ship.

Senator SMITH. Did you have it in mind to do so?

Mr. ISMAY. Yes. I should have gone around the ship before we arrived at New York.

Senator SMITH. Did Mr. Andrews go about the ship?

Mr. ISMAY. He was about the ship all the time, I believe.

Senator SMITH. Inspecting and examining her?

Mr. ISMAY. I think so. Naturally, in a ship of that size, there were a great many minor defects on board the ship, which he was rectifying. I think there were probably three or four apprentices on board from Messrs. Harland & Wolff's shipbuilding yard, who were there to right any small detail which was wrong.

Senator SMITH. On the spot?

Mr. ISMAY. Yes. A door might jam, or a pipe might burst, or anything like that, and they were there to make it good at once.

Senator SMITH. Did Mr. Andrews bring these men for that purpose?

Mr. ISMAY. Yes, sir.

Senator SMITH. Did you yourself have opportunity to confer with Mr. Andrews during the voyage from Southampton to the place of this accident?

Mr. ISMAY. No, sir; I did not. Mr. Andrews dined with me one night. We had no conversation, really, in regard to the ship. Indeed, the only plan which Mr. Andrews submitted to me was a plan where he said he thought the writing room and reading room was unnecessarily large, and he said he saw a way of putting a stateroom in the forward end of it. That was a matter which would have been taken up and thoroughly discussed after we got back to England.

Senator SMITH. Were you in conference with the captain during this journey from Southampton?

Mr. ISMAY. I was never in the captain's room the whole voyage over, sir, and the captain was never in my room. I never had any conversation with the captain except casual conversation on the deck.

Senator SMITH. Were you on the bridge at any time?

Mr. ISMAY. I was never on the bridge until after the accident.

Senator SMITH. How long after the accident?

Mr. ISMAY. I should think it might have been 10 minutes.

Senator SMITH. Was the captain there at that time?

Mr. ISMAY. The captain was there; yes.

Senator SMITH. Was that the only time you saw the captain on the bridge?

Mr. ISMAY. I saw him afterwards, when I went up the second time to the bridge.

Senator SMITH. How long after?

Mr. ISMAY. I should think it might be 35 minutes. It is very difficult to place the time.

Senator SMITH. After the impact?

Mr. ISMAY. Yes, sir.

Senator SMITH. What, if anything, did he say to you about the collision?

Mr. ISMAY. The only conversation I had with Capt. Smith was when I went up on the bridge. I asked him what had happened, and he said we had struck ice.

Senator SMITH. I believe you said you dined on Sunday evening with the surgeon of the *Titanic*?

Mr. ISMAY. Yes. I was all alone, so I asked Dr. O'Loughlin to come and dine with me, and he dined with me in the restaurant at half-past 7.

Senator SMITH. And no other person was present at that table except yourself and him?

Mr. ISMAY. No other persons were present excepting the doctor and myself, sir.

Senator SMITH. Did the doctor survive?

Mr. ISMAY. No, sir.

Senator SMITH. Do you know where the captain dined on Sunday evening?

Mr. ISMAY. He dined in the restaurant.

Senator SMITH. The same place that you dined?

Mr. ISMAY. In the same room; yes.

Senator SMITH. At the same hour?

Mr. ISMAY. I do not know what time he dined. I saw him in the room dining.

Senator SMITH. With whom?

Mr. ISMAY. I believe he dined with Mr. and Mrs. Widener.

Senator SMITH. Do you know anyone else who was at the table?

Mr. ISMAY. I think Mr. and Mrs. Karger were there, and Mr. and Mrs. Thayer.

Senator SMITH. Was Maj. Butt there?

Mr. ISMAY. I did not see him. I could not see the whole of the table; I could see only part of it.

Senator SMITH. In what part of the dining room were they dining, with reference to yourself?

Mr. ISMAY. They were dining at the forward end of the restaurant.

Senator SMITH. On which side?

Mr. ISMAY. The starboard side.

Senator SMITH. And you were dining——

Mr. ISMAY. I was dining in the middle of the room on the same side of the ship. They were dining in an alcove; part of their table was in an alcove. I could not see the whole of their table. In fact, I was sitting with my back toward them.

Senator SMITH. You dined at half past 7?

Mr. ISMAY. Yes, sir.

Senator SMITH. How long did you remain at the table?

Mr. ISMAY. I should think half or three-quarters of an hour.

Senator SMITH. During all that time was the captain at his table?

Mr. ISMAY. They were sitting at the table when I went out of the room, sir.

Senator SMITH. When, with reference to his time of dining, did you next see the captain?

Mr. ISMAY. On the bridge, sir.

Senator SMITH. At the time just spoken of?

Mr. ISMAY. After the accident.

Senator SMITH. Did you dine with the captain at all on the trip from Southampton to the place of the accident?

Mr. ISMAY. I think he dined with me on Friday night.

Senator SMITH. Is that the only time?



Mr. ISMAY. The only time. He left us immediately after dinner. I went into my own room with the people who were dining with me, and we sat in my room and played bridge. But I never saw the captain after we left the restaurant. He never came near my room.

Senator SMITH. Had you known the captain of that ship some time?

Mr. ISMAY. Yes; I had known him a great many years.

Senator SMITH. On what ships of your line had he been captain?

Mr. ISMAY. I think he had been commander of a great many of them. The first time I remember Capt. Smith being commander of one of our ships was when he was in command of one of our cargo boats called the *Cufic*, a great many years ago. He was in command of the *Olympic*, he was in the *Adriatic*, the *Baltic*, and the old *Brit-tanic*. I can not remember them all, sir. We have a record in the office of every ship he has commanded.

Senator SMITH. In this journey from Southampton to the place of the accident did he seem to be in good health?

Mr. ISMAY. As far as I saw, sir; as far as I was able to judge, at least.

Senator SMITH. Do you know his age?

Mr. ISMAY. I would not like to be absolutely certain about it, but I think he was about 62.

Senator SMITH. Do you yourself know anything about the construction of vessels; I mean technically?

Mr. ISMAY. No; I could not say I do.

Senator SMITH. Do you know whether the *Titanic* was classed 100-A according to Lloyd's register?

Mr. ISMAY. It was in no class, so far as I know. We never classed any of the boats.

Senator SMITH. Do you know whether she was fitted with an inner skin or longitudinal bulkhead between the tank deck and the water line?

Mr. ISMAY. She had no midship bulkhead, but she had a double bottom. She had a double bottom fore and aft.

Senator SMITH. Fore and aft?

Mr. ISMAY. Yes; the whole length of the ship.

Senator SMITH. In ordering that vessel, did you give Harland & Wolff any special instructions with reference to her safety?

Mr. ISMAY. We were very anxious indeed to have a ship which would float with her two largest water-tight compartments full of water. What we wanted to guard against was any steamer running into the ship and hitting her on a bulkhead, because if the ship ran into her broadside on and happened to hit her right on a bulkhead, that would open up two big compartments, and we were anxious to guard against the possibility of that happening; and the *Olympic* and *Titanic* were so constructed that they would float with the two largest compartments full of water.

Senator SMITH. You remember, I think, the statement of the wheelman, Hichens, that the last thing he did before striking the iceberg was to so turn his wheel as to avoid contact directly with the bow, the extreme bow?

Mr. ISMAY. Yes, sir.

Senator SMITH. Do you recall that?

Mr. ISMAY. I think he said he was told “Hard aport,” and then “Hard astarboard,” if I remember rightly.



Senator SMITH. And then that threw the vessel——

Mr. ISMAY (interposing). He wanted to throw his quarter up.

Senator SMITH. Suppose that had not been done, Mr. Ismay, and the ship had met this iceberg bows on; what would have been the effect, in your judgment?

Mr. ISMAY. It is really impossible to say. It is only a matter of opinion. I think the ship would have crushed her bows in, and might not have sunk.

Senator SMITH. She might not have sunk?

Mr. ISMAY. She might not have sunk. I think it would have taken a very brave man to have kept his ship going straight on an iceberg. I think he should have endeavored to avoid it.

Senator SMITH. What I am getting at is this, whether in the construction of this ship, which was intended for the North Atlantic and in which naturally the designers and builders had planned for such exigencies as might occur off the Grand Banks of Newfoundland, she was built with special reference to her resistance at the bow?

Mr. ISMAY. No, sir.

Senator SMITH. For that purpose?

Mr. ISMAY. No, sir. I think the only ships in which they do that are ships trading to the St. Lawrence. I understand that on the forward end those ships are very often fitted with double plates because they have to go through field ice.

Senator SMITH. That has been for the purpose of concentrating sufficient resistance at the bow to stand the brunt of a collision with ice?

Mr. ISMAY. No, sir; I think it is done for protection against the field ice.

Senator SMITH. Against field ice only?

Mr. ISMAY. Yes, sir; at least that is my understanding.

Senator SMITH. Do you recollect the captain of the *Carpathia* saying that if the *Titanic* had hit this iceberg bows on she would have been in New York Harbor instead of at the bottom of the sea?

Mr. ISMAY. I do not remember him saying that, sir.

Senator SMITH. From your experience in building ships or in authorizing their construction, and from your knowledge of that profession or trade, would you regard a collision on a bulkhead, opening two compartments, as the most serious damage she was likely to encounter.

Mr. ISMAY. Yes, sir.

Senator SMITH. And you accordingly provided against that?

Mr. ISMAY. Yes, sir.

Senator SMITH. There has been considerable confusion about the cost of the *Titanic*. I will take the liberty of asking you to state it.

Mr. ISMAY. She cost \$7,500,000, sir.

Senator SMITH. And for how much was she insured?

Mr. ISMAY. For \$5,000,000, I understand, sir.

Senator SMITH. Did you have anything to do with the insurance?

Mr. ISMAY. No; very little. That is done in New York; that is dealt with and handled in New York.

Senator SMITH. I will ask you whether you know of any attempt being made to reinsure any part of the vessel on Monday, the 14th of April?

Mr. ISMAY. Absolutely none, sir; and I can not imagine anybody connected with the International Mercantile Marine Co. endeavoring to do such a dishonorable thing.

Senator SMITH. I do not want you to understand me to assert that it was attempted.

Mr. ISMAY. I know, sir; but it is such a horrible accusation to have been made.

Senator SMITH. You would regard it as a very dishonorable thing to do?

Mr. ISMAY. It would have been taking advantage of private knowledge which was in my possession; yes, sir. Yes, sir; I should so regard it.

Senator SMITH. Was the knowledge of the sinking of the *Titanic* that was in your possession communicated by you to your company in Liverpool or to your offices in New York on the journey from the place of the collision to New York?

Mr. ISMAY. Yes, sir. I sent the message on Monday morning, very shortly after I got on board the *Carpathia*. The captain came down to me and said, “Don’t you think, sir, you had better send a message to New York, telling them about this accident?” I said, “Yes.” I wrote it out on a slip of paper, and I turned to the commander of the *Carpathia* and I said, “Captain, do you think that is all I can tell them?” He said, “Yes.” Then he took it away from the room.

I have a copy here, sir, of every Marconi message which I sent away from the *Carpathia*. I had no communication with any other ship, and there is a record of every message which I received.

Senator SMITH. Please read them. This is over your own signature, or your cipher or the cipher or code of your company?

Mr. ISMAY. This is a copy of every message that I sent away from the *Carpathia*. I do not think I have them exactly in the right order, because I put no dates on them; but I have the date here that they were received by Mr. Franklin.

The first message I sent was on April 15, which was on Monday morning.

Senator SMITH. At what hour?

Mr. ISMAY. I have not got the hour, sir, but I should think it was about 8 o’clock.

Senator SMITH. You say that shortly after you boarded the *Carpathia* you sent this message?

Mr. ISMAY. Yes, sir.

Senator SMITH. You boarded the *Carpathia* about sunrise?

Mr. ISMAY. I think that I boarded the ship *Carpathia* at a quarter to 6 or a quarter past 6.

Senator SMITH. Ship’s time?

Mr. ISMAY. Yes. I happened to see a clock somewhere on the ship when I got on her.

Senator SMITH. Ship’s time?

Mr. ISMAY. Yes.

This is the message I sent, which was received by Mr. Franklin on the 17th of April, 1912. I would like to draw your attention to the fact that I sent the message on the 15th of April, and it did not reach Mr. Franklin until the 17th of April.

Senator SMITH. How are you able to say that, Mr. Ismay?

Mr. ISMAY. Mr. Franklin has told me so.

Senator SMITH. But of your own knowledge you do not know it?

Mr. ISMAY. No, sir.

Mr. FRANKLIN. The original telegram is there, Senator Smith, with the stamp of the company on the back of it.

Mr. ISMAY. I think you have the originals of all of these.

Senator SMITH. They are not in evidence?

Mr. ISMAY. Yes, sir.

Senator SMITH. They were introduced in bulk, were they not?

Mr. FRANKLIN. That particular telegram was read in evidence the first day in Washington, and is in your possession. It was read yesterday a week ago here in Washington, and the telegram is in your possession, with the telegraph company's stamp on it, with the date.

Senator SMITH. It will not take long, and I think I would like to have you read them, inasmuch as they came from you.

Mr. ISMAY. Yes, sir; I will do so.

This is a message I sent on April 15:

Deeply regret advise you *Titanic* sank this morning after collision iceberg, resulting serious loss life. Full particulars later.

That message was signed “Bruce Ismay.”

The next one I sent, but I do not know the date of it, but presumably it was received by Mr. Franklin on the 17th of April at 9 a. m. I wired:

Very important you should hold *Cedric* daylight Friday for *Titanic's* crew. Answer.  
YAMSI.

This is a message sent by Mr. Franklin to me on April 17, 1912, at 3.30 p. m.:

So thankful you are saved, but grieving with you over terrible calamity. Shall sail Saturday to return with you. Florence.

That was from my wife, and was forwarded to me by Mr. Franklin, who said:

Accept my deepest sympathy horrible catastrophe. Will meet you aboard *Carpathia* after docking. Is Widener aboard?

Senator SMITH. Who signed that?

Mr. ISMAY. That was signed “Franklin.”

This is a message I sent. I have not the date of it, but it was received by Mr. Franklin on April 17, 1912, at 5.20 p. m.:

Most desirable *Titanic* crew aboard *Carpathia* should be returned home earliest moment possible. Suggest you hold *Cedric*, sailing her daylight Friday, unless you see any reason contrary. Propose returning in her myself. Please send outfit of clothes, including shoes, for me to *Cedric*. Have nothing of my own. Please reply.

YAMSI.

This is a message I received from Mr. Franklin, which was dispatched by wire on the 17th of April, 1912, at 8 p. m.:

Have arranged forward crew *Lapland* sailing Saturday, calling Plymouth. We all consider most unwise delay *Cedric* considering all circumstances.

FRANKLIN.

This is a message I sent——

Senator SMITH (interposing). What time was that last message?

Mr. ISMAY. Mr. Franklin sent that at 8 p. m., April 17. I have no record of the time I received them.

Senator SMITH. That was Wednesday evening?

Mr. ISMAY. Wednesday.

Senator SMITH. At 8 p. m.?

Mr. ISMAY. Yes, sir.

I sent a message which was received by Mr. Franklin on the 18th of April, at 5.35 a. m., as follows:

Send responsible ship officer and 14 White Star sailors in two tugboats to take charge of 13 *Titanic* boats, at quarantine.

YAMSL.

That message I sent at the request of the captain of the *Carpathia*, who told him it would be impossible to dock the ship with these life-boats on deck. He was all hampered up, and would not be able to handle his ropes and what not. I drew up that message and showed it to the captain and asked if that would answer the purpose, and he said “ Yes,” and I gave it to him, and he sent it, I presume.

I telegraphed Mr. Franklin, or marconied him, and he received it on the 18th of April, 1912, at 5.35 a. m.:

Please join *Carpathia* at quarantine if possible.

I sent a further message, which Mr. Franklin received on April 18, 1912, at 8 a. m., as follows:

Very important you should hold *Cedric* daylight Friday for *Titanic* crew. Reply.

YAMSL.

I sent a further message, which was received by Mr. Franklin on April 18, 1912, at 8.23 a. m.:

Think most unwise keep *Titanic* crew until Saturday. Strongly urge detain *Cedric* sailing her midnight, if desirable.

I sent another message, which was received by Mr. Franklin on April 18, 1912, at 8.44 a. m.:

Unless you have good and sufficient reason for not holding *Cedric*, please arrange do so. Most undesirable have crew New York so long.

This is a message which Mr. Franklin dispatched to me on the 18th of April, 1912, at 4.45 p. m., and which I received when the *Carpathia* got alongside the dock in New York, which was handed to me in the room:

Concise marconigram account of actual accident greatly needed for enlightenment public and ourselves. This most important.

FRANKLIN.

Senator SMITH. What time was that?

Mr. ISMAY. It was sent by Mr. Franklin on the 18th of April, at 4.45 p. m.

Senator SMITH. That was the day you reached New York?

Mr. ISMAY. I received it, I presume, about 9 o'clock that night, when we were alongside the dock.

Then I sent this message to Mr. Franklin, which he received on April 18, 1912, at 5.38 p. m.:

Widener not aboard. Hope see you quarantine. Please cable wife am returning *Cedric*.

YAMSL.

That is a copy of every message I sent and every message I received and I had absolutely no communication with any other ship or any shore station, or with anyone.

Senator SMITH. Judging from the messages, it was your intention to return the night you landed, if possible, to Liverpool?

Mr. ISMAY. Yes, sir. At that time, you understand, I had not the slightest idea there was going to be any investigation of this sort.

Senator SMITH. When did you first learn of the investigation?

Mr. ISMAY. Five minutes before I saw you, sir.

Senator SMITH. Who informed you?

Mr. ISMAY. Mr. Franklin. I think you came on board the ship with him, did you not, or about the same time?

Senator SMITH. I followed very shortly.

Mr. ISMAY. That is the first information I had that there was going to be any investigation.

Senator SMITH. The committee has before it a special number of *The Shipbuilder*, volume 6, midsummer, 1911. This, presumably, has been examined by your engineer.

Do you know whether the committee can accept this article as a correct general description of the *Titanic*?

Mr. ISMAY. I can not say, sir.

Senator SMITH. You are not yourself personally familiar with it?

Mr. ISMAY. No, sir. We will be pleased to give you any drawings which you may wish to have of any part of the ship. Any information you want is absolutely at your disposal, if you will simply give us an indication of what you want—all drawings and plans, and in every incidental and detail.

Senator SMITH. Some little confusion has arisen over your statement in your testimony as to the number of revolutions made by the *Titanic*. I understood you to say that at certain times she made 70 revolutions, at another time 75, and, finally, 80. Am I incorrect?

Mr. ISMAY. Yes, sir; I do not think I said that. If I did, I had no intention of doing so.

Senator SMITH. How would you wish to be understood on that matter?

Mr. ISMAY. My recollection is that between Southampton and Cherbourg we ran at 60 revolutions, from Cherbourg to Queenstown at 70 revolutions, and when we left Queenstown we were running at 72 revolutions, and I believe that the ship was worked up to 75 revolutions, but I really have no accurate knowledge of that.

Senator SMITH. How many knots per hour would that indicate at her maximum speed?

Mr. ISMAY. I could not tell you that, sir.

Senator SMITH. How many knots per hour?

Mr. ISMAY. The whole thing has been absolutely worked out.

Senator SMITH. But you yourself are unable to answer?

Mr. ISMAY. Yes; that has all been worked out, the speed of the ship has been worked out at a certain number of revolutions. Her speed would depend absolutely on the slip, as I understand.

Senator SMITH. Was she running at her maximum speed at the time she was making 75 revolutions?

Mr. ISMAY. No, sir. My understanding is, or I am told—because I really have no technical knowledge—that the engines were balanced, and would run their best, at 78 revolutions. They were built for 78 revolutions.

Senator SMITH. How many knots per hour would that indicate her speed to be?

Mr. ISMAY. I heard one gentleman here on the stand say that he expected the ship to go 25 knots, sir. All that we expected the *Titanic* to do was to have the same speed as the *Olympic*.

Senator SMITH. You were not looking for any greater speed, and were not crowding her for that purpose?

Mr. ISMAY. We did not expect the ship to make any better speed than the *Olympic*; no, sir.

Senator SMITH. And you wish to be understood as saying that she was not going at her maximum speed at the time this accident occurred?

Mr. ISMAY. To the best of my knowledge, the ship was not going at full speed. I think if you will refer to my testimony which I gave to you on Friday, you will find I then stated that, assuming all the conditions were absolutely favorable, the intention was to have a run-out of the ship on either Monday or Tuesday, at full speed, assuming that everything was satisfactory.

Senator SMITH. Did you have any talk with the captain with reference to the speed of the ship?

Mr. ISMAY. Never, sir.

Senator SMITH. Did you, at any time, urge him to greater speed?

Mr. ISMAY. No, sir.

Senator SMITH. Do you know of any one who urged him to greater speed than he was making when the ship was making 70 revolutions?

Mr. ISMAY. It is really impossible to imagine such a thing on board ship.

Senator SMITH. Did you, in your position of general manager of this company, undertake in any way to influence or direct the management of that ship, from the time she left Southampton until the time of the accident?

Mr. ISMAY. No, sir; I did not. The matter would be entirely out of my province.

Senator SMITH. Do you know, of your own knowledge, whether the usual stability investigations were completed and curves of stability furnished the White Star Line?

Mr. ISMAY. Yes; I believe that the ship was tested when she was in Southampton; I forget the proper word for it—inclined.

Senator SMITH. She was inclined?

Mr. ISMAY. She was inclined.

Senator SMITH. Do you know who made those tests?

Mr. ISMAY. Harland and Wolff's representatives; I do not know who. I believe Mr. Andrews himself was there.

Senator SMITH. That is not a part of the tests that are made by the British Board of Trade?

Mr. ISMAY. No, sir.

Senator SMITH. I believe you stated, in your testimony given the other day, a conversation with Mr. Charles M. Hays, president of the Grand Trunk Railway.

Mr. ISMAY. I very often talked to Mr. Hays on board the ship.

Senator SMITH. From whom did Mr. Hays receive the assurance, after the accident, that the *Titanic* was good for 10 hours, in any event?

Mr. ISMAY. I have no idea, sir.

Senator SMITH. He did not receive any such assurance from you?

Mr. ISMAY. No, sir.

Senator SMITH. Nor did you receive any such assurance from the captain?

Mr. ISMAY. No, sir.

Senator SMITH. Did you hear any reports made to the captain regarding the extent of the damage?



Mr. ISMAY. No, sir; I did not.

Senator SMITH. Or the water that had entered the vessel?

Mr. ISMAY. No, sir; I did not.

Senator SMITH. And the captain made no report to you?

Mr. ISMAY. No, sir.

Senator SMITH. When you were on the bridge with the captain, after the accident, did he say anything to you about her condition at that time?

Mr. ISMAY. No, sir; as I told you on Friday, when I went up to ask him what had happened, he told me we had struck an iceberg, and I asked him whether he thought the matter was serious, and he said he thought it was.

Senator SMITH. That was the first intimation you had?

Mr. ISMAY. That was the first intimation I had.

Senator SMITH. Did you hear any order given to call the passengers?

Mr. ISMAY. I did not, sir.

Senator SMITH. Or any other alarm?

Mr. ISMAY. No, sir.

Senator SMITH. Did the chief engineer of the *Titanic* state to you the extent of the damage?

Mr. ISMAY. He said that he thought the damage was serious; that he hoped the pumps would be able to control the water.

Senator SMITH. How long was that after the impact?

Mr. ISMAY. I should think it would be perhaps a half an hour afterwards; 35 or 40 minutes.

Senator SMITH. Did you give any instructions to either the captain or the chief engineer of the *Titanic*, either before or after the catastrophe?

Mr. ISMAY. No, sir.

Senator SMITH. Do you know in what manner the officers of the *Titanic* were selected?

Mr. ISMAY. The officers of the *Titanic* would be appointed by our marine superintendent.

Senator SMITH. Does that include all of the officers? Does that include the captain?

Mr. ISMAY. No; not the captain.

Senator SMITH. Was he the first commander of the *Olympic*?

Mr. ISMAY. Yes.

Senator SMITH. It was rather a custom, was it not, that had grown up among the officers of your company to put Capt. Smith in command of your new vessels as they appeared from time to time?

Mr. ISMAY. I think Capt. Smith had brought out a great number of our new ships. I think he brought out the *Adriatic*. I am not sure that he did not bring out the *Baltic*. He was looked upon as our senior commander.

Senator SMITH. Do you know whether he had had any serious trouble in the management of your ships previous to this calamity?

Mr. ISMAY. Do you mean to say serious accident?

Senator SMITH. Yes.

Mr. ISMAY. Capt. Smith was a man who had a very, very clear record. I should think very few commanders crossing the Atlantic have as good a record as Capt. Smith had, until he had the unfortunate collision with the *Hawk*.

Senator SMITH. With the *Hawk*?

Mr. ISMAY. The collision between the *Olympic* and the *Hawk*.

Senator SMITH. When did that occur?

Mr. ISMAY. It was in either August or September of last year.

Senator SMITH. And where?

Mr. ISMAY. In the Solent.

Senator SMITH. Where?

Mr. ISMAY. In the Solent; down by the Isle of Wight.

Senator SMITH. Do you know whether he at any time had had any accidents to his ships in the North Atlantic?

Mr. ISMAY. Not that I remember, sir. I think he had an exceptionally clear record.

Senator SMITH. Did the collision which occurred between the *Olympic* and the *Hawk* in any way shake your confidence in Capt. Smith?

Mr. ISMAY. No, sir.

Senator SMITH. If it had, he would probably not have been appointed as commander of the *Titanic*?

Mr. ISMAY. Quite true.

Senator SMITH. Who was the chief engineer of the *Titanic*?

Mr. ISMAY. Mr. Bell.

Senator SMITH. Did he survive?

Mr. ISMAY. No, sir; he did not.

Senator SMITH. Did any of the engineers survive?

Mr. ISMAY. I do not think a single engineer officer survived.

Senator SMITH. What was Mr. Bell's experience; I mean, what experience had he had as chief engineer?

Mr. ISMAY. He had had a very long experience, and he was an extremely good man. He was with the *Olympic* practically during the whole term of her construction.

Senator SMITH. How old was he?

Mr. ISMAY. I should think he was a man of about 48 or 50. He was sent over to Belfast when the *Olympic* was being built, and he remained in Belfast during the whole of the time she was being built, superintending her construction, making any suggestions which he thought would lead to improvements. He brought the ship out to New York on her first voyage as chief engineer on board the ship. We put one of our other senior engineers on board the *Olympic* with Mr. Bell, a man called Mr. Fleming, so that he could have the experience of the *Olympic* and get accustomed to her, and then he took charge of her. I think they ran together for about two voyages, and we then brought Mr. Bell again ashore, and he was present during the whole time of the construction of the *Titanic* and brought her out as chief engineer.

Senator SMITH. How does it happen that the *Titanic* had but 20 lifeboats, including lifeboats, emergency boats, and collapsibles?

Mr. ISMAY. That was a matter for the builders, sir, and I presume that they were fulfilling all the requirements of the board of trade.

Senator SMITH. Do you know whether they were?

Mr. ISMAY. I do not know of my own knowledge, but I am convinced that they must have done so, because otherwise the ship never could have left port. We never could have gotten our clearance.

Senator SMITH. How is the apportionment of lifeboats made, do you know?

Mr. ISMAY. No, sir.

Senator SMITH. Is it made on tonnage?

Mr. ISMAY. It is based on tonnage.

Senator SMITH. On tonnage entirely?

Mr. ISMAY. On tonnage entirely, I believe.

Senator SMITH. That would not include passenger capacity?

Mr. ISMAY. No, sir; it is on the tonnage of the ship. I think the boatage is determined by the register of the ship—the tonnage register of the ship.

Senator SMITH. Let me ask you, Mr. Ismay, whether in view of this experience you have just gone through you would not consider it desirable to have the apportionment of lifeboats based upon passenger capacity rather than tonnage?

Mr. ISMAY. I think the result of this horrible accident is that the whole question of life-saving appliances on board vessels and ships will be very carefully gone through and receive the most full and careful consideration to see what is the best thing to be done.

Senator SMITH. Have you yourself taken any steps in that direction since the accident?

Mr. ISMAY. No, I have not. My mind has been so fully occupied with other questions that I have not; but it is a matter that will be taken up as soon as I get home with our shipbuilding friends and with our experts.

Senator SMITH. Do you know of any changes contemplated by the British Board of Trade prior to the *Titanic* accident in the number of lifeboats to be carried by passenger steamers?

Mr. ISMAY. I do not, sir.

Senator SMITH. Are you familiar with a paper read at the spring meeting of the fifty-third session of the Institution of Naval Architects, March 19, 1912, entitled, “The Arrangement of Boat Installations on Modern Ships,” by Axel Welin?

Mr. ISMAY. No, sir. I know Mr. Welin.

Senator SMITH. You do know Mr. Welin?

Mr. ISMAY. He is the davit man, the man who has these patent davits, is he not?

Senator SMITH. I think he is the same man.

Mr. ISMAY. I think they are called the Welin davits.

Senator SMITH. Yes. Do you know him?

Mr. ISMAY. I met him once, I think.

Senator SMITH. I desire to read into the record a very short quotation from that article.

On the boat deck of the White Star Liner *Olympic* and also of the *Titanic* this double-acting type of davit has been fitted throughout in view of coming changes in official regulations. It was considered wise by the owners that these changes should be thus anticipated and so make it possible to double, or even treble, the number of boats without any structural alterations should such increase ultimately prove to be necessary.

Will you kindly explain, if you can, what the White Star Line had in contemplation in so arranging the davits?

Mr. ISMAY. Nothing that I know of, sir.

Senator SMITH. Had the *Titanic* carried double the number of lifeboats or treble the number of lifeboats, do you consider that there might have been an increase in the number of passengers and crew saved?

Mr. ISMAY. I think that is quite probable, sir.

Senator SMITH. I do not want to commit you to any special course in your company, and presume I will not do so, by this inquiry; but in view of all that has occurred, are you willing to say that the proportion of lifeboats should be increased to more approximately meet such exigencies as you have just passed through?

Mr. ISMAY. I think, having regard to our experience, there is no question that that should be done; but I think it may be quite possible to improve on the construction of the ship.

Senator SMITH. Also?

Mr. ISMAY. Yes, sir.

Senator SMITH. Have you given any instructions to increase the lifeboat capacity of other White Star ships?

Mr. ISMAY. We have given instructions that no ship belonging to the I. M. M. Co. is to leave any port unless she has sufficient boats on board for the accommodation of all the passengers and the whole of the crew.

Senator SMITH. Who gave those instructions?

Mr. ISMAY. I did, sir.

Senator SMITH. When?

Mr. ISMAY. The day after I landed from the *Carpathia*.

Senator SMITH. Have you any knowledge as to whether that has been done?

Mr. ISMAY. I know, sir, that no ship of that company will sail from any port unless she has sufficient boats to carry the number of passengers she has on board. It may be necessary, and probably will be necessary, to reduce the number of passengers in the cabins.

Senator SMITH. But by that course you exceed the requirements of the regulations of the British Board of Trade?

Mr. ISMAY. Absolutely. Our ships all now conform to the board of trade regulations, without putting the additional boats on.

Senator SMITH. I understand that. But you evidently do not regard the regulation of the British Board of Trade as sufficient to protect the lives of your passengers?

Mr. ISMAY. Not after our unfortunate experience, sir; that is so.

Senator SMITH. When were those regulations made?

Mr. ISMAY. I could not tell you. I could not answer that.

Senator SMITH. Are they old regulations?

Mr. ISMAY. I could not say.

Senator SMITH. You speak of improvements in the construction of your ships. Have you any ideas or suggestions as to improvements in the construction of ships which you would care to impart to the committee?

Mr. ISMAY. As I have told you, I have no technical knowledge about shipbuilding, and this is a matter which we would take up with our shipbuilding friends, and also with our own marine superintendents. I do not know whether it would be feasible to carry the bulkheads up any higher; I do not know whether it would be feasible to build a ship with a double hull, anyway, up to just about water line, to carry her double bottom higher up the side of the ship. Of course, you understand that now, with the double bottom, if the ship runs on rocks and pierces the outside bottom, she will float on the inside bottom.

Senator SMITH. Can you make any suggestions as to improvements in water-tight compartments that would make more certain the ship floating?

Mr. ISMAY. You mean to say strengthening the bulkheads?

Senator SMITH. Yes.

Mr. ISMAY. I could not do that, sir; because that end of it is a questions of figures, is it not?

Senator SMITH. I think in my prior examination in New York you said you entered the lifeboat from the A deck?

Mr. ISMAY. From the boat deck, sir.

Senator SMITH. And that at the time there were no other persons around; no women, particularly?

Mr. ISMAY. Absolutely none that I saw, sir.

Senator SMITH. Was that the last lifeboat or the last collapsible boat to leave?

Mr. ISMAY. It was the last collapsible boat that left the starboard side of the ship.

Senator SMITH. Was it filled to its capacity?

Mr. ISMAY. No; it was not.

Senator SMITH. Why?

Mr. ISMAY. I understand the full capacity of one of those boats is about 60 to 65.

Senator SMITH. Of the collapsible?

Mr. ISMAY. I do not know whether the capacity of the collapsible is the same as that of the wooden boat.

Senator SMITH. It was not filled to its capacity?

Mr. ISMAY. No, sir.

Senator SMITH. Do you know how many people were in it?

Mr. ISMAY. I should think there were about 40 women in it, and some children. There was a child in arms. I think they were all third-class passengers, so far as I could see.

Senator SMITH. And this boat was from the starboard side of the boat deck, or top deck, near the bridge?

Mr. ISMAY. Yes, sir.

Senator SMITH. At the time you entered it, did you say anything to the captain about entering it?

Mr. ISMAY. No, sir; I did not. I never saw the captain.

Senator SMITH. Did he say anything to you about your entering it?

Mr. ISMAY. No, sir.

Senator SMITH. Who, if any one, told you to enter that lifeboat?

Mr. ISMAY. No one, sir.

Senator SMITH. Why did you enter it?

Mr. ISMAY. Because there was room in the boat. She was being lowered away. I felt the ship was going down, and I got into the boat.

Senator SMITH. Did you yourself see any icebergs at daybreak the following morning?

Mr. ISMAY. I should think I saw four or five icebergs when day broke on Monday morning.

Senator SMITH. How near the scene of the *Titanic* disaster?

Mr. ISMAY. I could not tell where she went down. We were some distance away from it.

Senator SMITH. Did you see the steamship *Californian* that morning?

Mr. ISMAY. No, sir.

Senator SMITH. Not desiring to be impertinent at all, but in order that I may not be charged with omitting to do my duty, I would like to know where you went after you boarded the *Carpathia*, and how you happened to go there?

Mr. ISMAY. Mr. Chairman, I understand that my behavior on board the *Titanic*, and subsequently on board the *Carpathia*, has been very severely criticized. I want to court the fullest inquiry, and I place myself unreservedly in the hands of yourself and any of your colleagues, to ask me any questions in regard to my conduct; so please do not hesitate to do so, and I will answer them to the best of my ability. So far as the *Carpathia* is concerned, sir, when I got on board the ship I stood up with my back against the bulkhead, and somebody came up to me and said, “Will you not go into the saloon and get some soup, or something to drink?” “No,” I said, “I really do not want anything at all.” He said, “Do go and get something.” I said, “No. If you will leave me alone I will be very much happier here.” I said, “If you will get me in some room where I can be quiet, I wish you would.” He said, “Please go in the saloon and get something hot.” I said, “I would rather not.” Then he took me and put me into a room. I did not know whose the room was, at all. This man proved to be the doctor of the *Carpathia*. I was in that room until I left the ship. I was never outside the door of that room. During the whole of the time I was in this room, I never had anything of a solid nature, at all; I lived on soup. I did not want very much of anything. The room was constantly being entered by people asking for the doctor. The doctor did not sleep in the room the first night. The doctor slept in the room the other nights that I was on board that ship. Mr. Jack Thayer was brought into the room the morning we got on board the *Carpathia*. He stayed in the room for some little time, and the doctor came in after he had been in, I should think, about a quarter of an hour, and he said to this young boy, “Would you not like something to eat?” He said, “I would like some bacon and eggs;” which he had. The doctor did not have a suite of rooms on the ship. He simply had this one small room, which he himself occupied and dressed in every night and morning.

Senator SMITH. Did he keep his medicines and bandages there?

Mr. ISMAY. No, sir; he kept them in the dispensary; in the surgery.

Senator SMITH. Right near this room?

Mr. ISMAY. I have no idea where it was. As I tell you, I was never outside of that room from the time I entered it.

Senator SMITH. In view of your statement, I desire to say that I have seen none of these comments to which you refer. In fact, I have not read the newspapers since I started for New York; I have deliberately avoided it; so that I have seen none of these reports, and you do not understand that I have made any criticism upon your conduct aboard the *Carpathia*?

Mr. ISMAY. No, sir. On the contrary, I do not say that anybody has. But I am here to answer any questions in regard thereto.

Senator SMITH. What can you say, Mr. Ismay, as to your treatment at the hands of the committee since you have been under our direction?



Mr. ISMAY. I have no fault to find. Naturally, I was disappointed in not being allowed to go home; but I feel quite satisfied you have some very good reason in your own mind for keeping me here.

Senator SMITH. You quite agree now that it was the wisest thing to do?

Mr. ISMAY. I think, under the circumstances, it was.

Senator SMITH. And even in my refusal to permit you to go you saw no discourtesy?

Mr. ISMAY. Certainly not, sir.

Senator SMITH. Do you know of any unfair or discourteous or inconsiderate treatment upon the part of the committee of any of your officers connected with this investigation?

Mr. ISMAY. No; I do not.

Senator SMITH. In order that I may make the record absolutely clear, have you any objection to me putting into the record your letter to me and my reply to you regarding your departure?

Mr. ISMAY. Not the slightest.

The letters referred to are here printed in full in the record, as follows:

WASHINGTON, D. C., April 25, 1912.

HON. WILLIAM ALDEN SMITH,  
Chairman, etc., Washington, D. C.

SIR: On learning of the appointment of the committee of inquiry after the arrival of the steamship *Carpathia* last Thursday night in New York, the members of the committee who met me at the steamer will doubtless recall that personally, and as managing director of the White Star Line, I welcomed this inquiry and though under severe mental and physical strain as a result of the disaster placed myself voluntarily at the disposal of your committee, and expressed the utmost willingness to give them all information in my possession to the best of my ability.

I voluntarily appeared before the committee the following day, Friday, April 19, and, though not in the best of condition to give evidence, I testified at length regarding all matters connected with the accident and offered to produce or have produced before the committee any officers or persons from our technical department, or from the technical department of Harland & Wolff, the builders, that might be thought necessary or desirable in order to enable the committee to investigate this tragic occurrence in the most complete manner.

I have regularly attended every hearing of the committee held in New York and in Washington daily since my first examination, on April 19, and have held myself in readiness continuously to answer the call of the committee to give any further testimony that might be desired, though personally I do not see that I can be of any further assistance to the committee. If, however, after the production of the technical or other evidence, the committee is of the opinion that I can help its deliberations in any manner, I shall hold myself in readiness to answer its further call, upon reasonable notice from the committee.

I am hopeful that the committee may be able to suggest ways and means for the avoidance of similar accidents in the future, and anything that I personally or that the company with which I am connected can do to further that object will be gladly done.

If the committee wishes to examine me further at the present time I hope it may be found convenient to do so promptly in order that I may go home to my family.

In view of my experience at the time of the disaster and subsequently, I hope that the committee will feel that this request is not unreasonable.

The committee is also aware that an inquiry into this disaster has been started by my own Government, which has jurisdiction to deal with matters of serious importance to the interests of the company, which I understand are outside the scope of the present inquiry, and which urgently require my personal attention in England.

In these circumstances I respectfully request that if the committee wishes to examine me further it will be good enough to do so at the earliest practicable moment, and excuse me from further attendance at the present time.

Respectfully,

BRUCE ISMAY.

WASHINGTON, D. C., April 25, 1912.

Mr. J. BRUCE ISMAY,  
Willard Hotel, Washington, D. C.

SIR: Replying to your letter of this date, just received, permit me to say that I am not unmindful of the fact that you are being detained in this country against your will, and, probably, at no little inconvenience to yourself and family. I can readily see that your absence from England at a time so momentous in the affairs of your company would be most embarrassing, but the horror of the *Titanic* catastrophe and its importance to the people of the world call for scrupulous investigation into the causes leading up to the disaster, that future losses of similar character may, if possible, be avoided. To that end, we have been charged by the Senate of the United States with the duty of making this official inquiry, and, so far as I am concerned, nothing will be left undone which may in any manner contribute to this end. As I said to you in New York on Friday evening last, when you asked to be permitted to return home, and again on Saturday night, when you made the same request, I shall not consent to your leaving this country until the fullest inquiry has been made into the circumstances surrounding the accident. This information can be fully detailed by yourself and other officers of your company and the officers and crew of your ship. I am working night and day to achieve this result, and you should continue to help me instead of annoying me and delaying my work by your personal importunities.

Trusting you will receive this letter in the spirit in which it is written, I am,  
Very respectfully,

WM. ALDEN SMITH,  
*Chairman Senate Subcommittee Investigating Titanic Disaster.*

Senator SMITH. You have frequently assured the committee that if, in its deliberations, it should require your presence here after we have finished with the British witnesses, you will be quite willing to hold yourself subject to the committee's orders.

Mr. ISMAY. You mean after I get back?

Senator SMITH. Yes.

Mr. ISMAY. Certainly, sir. I will come back any time if you will give me a reasonable notice. I will be quite glad to come back.

Senator SMITH. And does this include such data and information as we may desire?

Mr. ISMAY. I will repeat, sir: All information of every nature, of every character, which you wish to have with regard to the ship or her designs or her plans, or anything else, is absolutely at your disposal. If you will simply tell us what you want, you shall have it.

Senator BURTON. Have you experts in this country who could answer questions relating to the ship, or give suggestions for safety devices?

Mr. ISMAY. I am afraid not, sir. We would be very glad to send anybody out from the other side, if it would be of any assistance to you.

Senator BURTON. That is all.

Senator FLETCHER. Mr. Ismay, I believe some passengers state that Capt. Smith gave you a telegram reporting ice.

Mr. ISMAY. Yes, sir.

Senator FLETCHER. On Sunday afternoon?

Mr. ISMAY. Sunday afternoon, I think it was.

Senator FLETCHER. Is that true?

Mr. ISMAY. Yes, sir.

Senator FLETCHER. What became of that telegram?

Mr. ISMAY. I handed it back to Capt. Smith, I should think about 10 minutes past 7 on Sunday evening. I was sitting in the smoking room when Capt. Smith happened to come in the room for some reason—what it was I do not know—and on his way back he happened to see me sitting there and came up and said, “By the way,

sir, have you got that telegram which I gave you this afternoon?" I said, "Yes." I put my hand in my pocket and said, "Here it is." He said, "I want it to put up in the officers' chart room." That is the only conversation I had with Capt. Smith in regard to the telegram. When he handed it to me, he made no remark at all.

Senator FLETCHER. Can you tell what time he handed it to you and what its contents were?

Mr. ISMAY. It is very difficult to place the time. I do not know whether it was in the afternoon or immediately before lunch; I am not certain. I did not pay any particular attention to the Marconi message—it was sent from the *Baltic*—which gave the position of some ice. It also gave the position of some steamer which was short of coal and wanted to be towed into New York, and I think it ended up by wishing success to the *Titanic*. It was from the captain of the *Baltic*.

Senator FLETCHER. Did you see any other marconigrams that afternoon?

Mr. ISMAY. No, sir.

Senator FLETCHER. You do not remember seeing any from the *Amerika*?

Mr. ISMAY. The only one I saw was this one from the *Baltic*, Senator.

Senator FLETCHER. Did you accompany the *Olympic* on its first voyage?

Mr. ISMAY. I did, sir.

Senator FLETCHER. Did anything out of the ordinary occur?

Mr. ISMAY. No; nothing. I think everything worked entirely satisfactorily, if my memory serves me. I think she arrived in New York Wednesday morning.

Senator FLETCHER. You say the captain informed you, when you went on the bridge that he had struck ice? I did not understand whether that was the first time you went to the bridge, about 10 minutes after the accident, or the second time?

Mr. ISMAY. The first time I went to the bridge. Up to that time I had no idea what had happened.

Senator FLETCHER. What was the result of that accident to the *Olympic*, which I believe you said occurred last August or September?

Mr. ISMAY. The result of it?

Senator FLETCHER. Yes, sir.

Mr. ISMAY. She was run into by the cruiser *Hawk* and very seriously damaged. She had to go back to Belfast to be repaired.

Senator FLETCHER. What was the nature of the damage?

Mr. ISMAY. The outside of her hull was very badly damaged and the shafting was bent.

Senator FLETCHER. It opened one of the water-tight compartments?

Mr. ISMAY. I think it did. It was in the afterend of the ship, where the compartments were all very small.

Senator FLETCHER. Do you think Capt. Smith ever quite got over that?

Mr. ISMAY. I have no reason to doubt it at all, sir. I saw Capt. Smith very frequently.

Senator FLETCHER. You think his nerve was as good after as before that accident?

Mr. ISMAY. I think so, sir.

Senator SMITH. Would you not regard it as an exercise of proper precaution and care to lessen the speed of a ship crossing the Atlantic when she had been warned of the presence of ice ahead?

Mr. ISMAY. I am afraid that question I can not give any opinion on. We employ the very best men we possibly can to take command of these ships, and it is a matter entirely in their discretion.

Senator FLETCHER. You say you expected in the *Titanic* the same speed that the *Olympic* had, but you did not mention that speed.

Mr. ISMAY. I should call the *Olympic* a good 22-knot ship. She can do better under very favorable circumstances. I think she can work up to 22½ or perhaps 22¾ as a maximum.

Senator FLETCHER. At the time of the collision of the *Olympic* was she in charge of a compulsory pilot?

Mr. ISMAY. Yes, sir; she was in the hands of a compulsory pilot.

Senator FLETCHER. Do you know how far the double bottom of the *Titanic* extended?

Mr. ISMAY. How far up the side of the ship?

Senator FLETCHER. Yes.

Mr. ISMAY. I should think the whole of the bottom, sir; the whole width of the ship.

Senator FLETCHER. This contact with the iceberg must have been above the double bottom, must it not?

Mr. ISMAY. My impression is that the bilge of the ship was ripped out by the iceberg; simply torn right along.

Senator FLETCHER. The bilge is above the double bottom?

Mr. ISMAY. Yes.

Senator FLETCHER. Did you see the ship after you left her in the collapsible boat?

Mr. ISMAY. I saw her once.

Senator FLETCHER. What was her position then?

Mr. ISMAY. She was very much down by the head; her starboard light was just about level with the water.

Senator FLETCHER. Did she break in two, so far as you could see?

Mr. ISMAY. I never looked around again.

Senator FLETCHER. Were there any women and children in the vicinity of the collapsible boat when you got in?

Mr. ISMAY. None, sir.

Senator FLETCHER. How far did you have to lower the collapsible boat from the boat deck to the water?

Mr. ISMAY. It was very difficult to judge, because we had considerable difficulty in getting our boat down at all.

Senator FLETCHER. You did not have enough men?

Mr. ISMAY. The ship had quite a list to port. Consequently this canvas boat, this collapsible boat, was getting hung up on the outside of the ship, and she had to rub right along her, and we had to try to shove her out, and we had to get the women to help to shove to get her clear of the ship. The ship had listed over that way.

Senator FLETCHER. Did the tackle work all right?

Mr. ISMAY. Absolutely.

Senator FLETCHER. Did you have enough help from the crew of the *Titanic*?

Mr. ISMAY. Oh, yes; they lowered the boat away.

Senator FLETCHER. How many men were in the boat?

Mr. ISMAY. Three—four. We found four Chinamen stowed away under the thwarts after we got away. I think they were Filipinos, perhaps. There were four of them.

Senator FLETCHER. Were those men oarsmen?

Mr. ISMAY. I believe one was a cook, another was the butcher, and another was the quartermaster.

Senator FLETCHER. Did you handle the oars?

Mr. ISMAY. Yes, sir; I was rowing from the time we got into the boat until we got out, practically.

Senator FLETCHER. You had had experience in handling oars?

Mr. ISMAY. Oh, yes, sir.

Senator FLETCHER. You did not have any more men than you needed to take care of the boat?

Mr. ISMAY. No.

Senator FLETCHER. Were you under the care of a physician and under treatment after arriving on the *Carpathia*?

Mr. ISMAY. I was, more or less; yes. He took care of me. The captain sent down and offered me the use of his room on board the *Carpathia*.

Senator FLETCHER. What was the name of the surgeon of the *Carpathia*?

Mr. ISMAY. I really forget his name. I wrote to him before I left the ship. I forget what his name was. McKee, was it?

Senator FLETCHER. Mr. Carter, of Philadelphia, was in that collapsible boat also, was he not?

Mr. ISMAY. Yes, sir; he was.

Senator FLETCHER. Were there any more men you recall now?

Mr. ISMAY. No, sir.

Senator FLETCHER. That is all.

Senator PERKINS. I will ask one question, if you please.

You have stated that the *Titanic's* displacement was 45,000 tons?

Mr. ISMAY. That was her gross tonnage, I think.

Senator PERKINS. Do you know what her weight of cargo was, including coal?

Mr. ISMAY. No, sir; I could not tell you that.

Senator PERKINS. Approximately? Was she loaded down to the plimsoll mark?

Mr. ISMAY. Leaving Southampton?

Senator PERKINS. Yes.

Mr. ISMAY. No; we only had 6,000 tons of coal leaving Southampton.

Senator PERKINS. And how much of a cargo?

Mr. ISMAY. I do not remember. We might have had eight or nine hundred tons of cargo weight.

Senator PERKINS. What cargo would it require to load her down to the plimsoll mark?

Mr. ISMAY. I could not tell you that. She could carry over 9,500 tons of coal and then not be down to the plimsoll mark.

Senator PERKINS. She had about 6,000 tons of coal?

Mr. ISMAY. She had about 6,000 tons of coal leaving Southampton.

Senator PERKINS. Sufficient to make the voyage to New York and return to Southampton?

Mr. ISMAY. No; but sufficient coal to enable her to reach New York, with about two days' spare consumption.

Senator PERKINS. What is her daily consumption?

Mr. ISMAY. At full speed?

Senator PERKINS. Ordinary speed.

Mr. ISMAY. At 70 revolutions?

Senator PERKINS. Yes.

Mr. ISMAY. I think perhaps 620 to 640 tons.

Senator PERKINS. It increases in what ratio up to 75 revolutions?

Mr. ISMAY. I could not tell you. On full speed she burns about 820 tons.

Senator PERKINS. That is all.

Senator BURTON. Did you have any conversation with a passenger on the *Titanic* about slackening or increasing speed when you heard of the ice?

Mr. ISMAY. No, sir; not that I have any recollection of. I presume you refer to what Mrs. Ryerson said. I testified in New York, the day after we arrived, that it was our intention on Monday or Tuesday, assuming the weather conditions to suit, and everything was working satisfactorily down below, to probably run the ship for about four or six hours full speed to see what she could do.

Senator PERKINS. You did not have any conversation on that Sunday about increasing the speed, did you?

Mr. ISMAY. Not in regard to increasing the speed going through the ice, sir.

Senator BURTON. That is all.

Senator SMITH. Did you have any talk with Capt. Rostron from the time you went on board the *Carpathia* with reference to communication of information with New York, or with Liverpool, or with other ships, regarding the loss of the *Titanic*?

Mr. ISMAY. No, sir. The only conversation I had with the captain of the *Carpathia* was that he came to me and told me he had a Marconi message from Capt. Haddock to say that he was coming to him. At that time the *Carpathia* was bound for New York. The captain of the *Carpathia* came to the conclusion there was no use in the *Olympic* coming to the *Carpathia*, because he could render absolutely no assistance, and he said he thought it was very undesirable that the unfortunate passengers from the *Titanic* should see her sister ship so soon afterwards. That is the only conversation I had with the captain, except that he asked me to send a message to our office in New York to have the tug boats and some White Star sailors at quarantine to relieve him of those boats about his deck.

Senator BURTON. But you yourself did not attempt to put any embargo upon news of any kind while you were on board the *Carpathia*?

Mr. ISMAY. Absolutely none, sir; and I asked for no preferential treatment for any messages that I sent. I do not know that any was given.

Senator SMITH. You spoke of 820 tons as being the amount of coal required to get the maximum speed of the ship. Is that 820 tons per 24 hours?

Mr. ISMAY. It would be 820 tons on the day. It would all depend on whether you were going east or west. If you are going west, your day is 24 hours, and if you are going east your day is 23 hours—23 hours and some minutes.

Senator SMITH. It would include a day?

Mr. ISMAY. Yes, sir.



Senator SMITH. That is, the day's consumption, the maximum?

Mr. ISMAY. Yes, sir; I think it is a day.

Senator SMITH. From noon to noon?

Mr. ISMAY. Yes, sir; from noon to noon. I will be very glad to give you a copy of the *Olympic's* engine-room log if you would like to see it and to have it.

Senator SMITH. Have we got it?

Mr. ISMAY. I hope not.

Senator SMITH. Have you got it?

Mr. ISMAY. Not here, sir.

Senator SMITH. I would like very much to have it as part of our record.

Mr. ISMAY. This is information we would not want to have sent out broadcast. We have competitors in the trade, and any information we would give to you we would like to have treated with consideration.

Senator SMITH. This, however, will become public, if you give it to us.

Mr. ISMAY. If you ask me for it, I must give it to you.

Senator SMITH. I do not want to ask for anything——

Mr. ISMAY (interrupting). I think those gentlemen behind you will know what it is.

Senator SMITH. I do not want to ask for anything that is private property, but if you deem it proper that we should have it, and that kind of information can be made public, in view of what will probably be said before the committee regarding the speed of this ship, I think perhaps it might become important.

Mr. ISMAY. I do not know that there is anything in it. If you want a copy of the log, we will give it to you and you can put it in your record.

Senator SMITH. I neglected to ask whether you were on board the *Titanic* with a view of improving the ship in her technical details or with a view of improving her passenger conveniences?

Mr. ISMAY. It would be more the passenger conveniences. My practice has always been, during a voyage, to make notes in regard to anything that occurred to me on the voyage, and when I got back to Liverpool to take the matter up with our associates and with our marine superintendents and with our superintendent of engineers, and discuss the whole matter with them.

Senator SMITH. The reason I asked that question is because I asked you in New York if you were officially aboard the *Titanic*, and you said no.

Mr. ISMAY. No; I was not officially aboard.

Senator SMITH. You said that you made the journey as a matter of personal convenience to yourself?

Mr. ISMAY. Simply with the idea of looking around and seeing if there was anything which suggested itself to my mind which would be an improvement in any future ship we built.

Senator SMITH. Do you know whether the Cunard Line had a mail contract with the British Government?

Mr. ISMAY. I do not quite know what their arrangement is. Of course great changes were made between the British Government and the Cunard Co. at the time of the formation of the International Mercantile Marine Co.

Senator SMITH. I think that is all.

Senator FLETCHER. What became of the lifeboats of the *Titanic*?

Mr. ISMAY. I think they are in New York, sir. They were put out at the end of one of the White Star docks and are probably there now, so far as I know.

Senator FLETCHER. Were all of them saved except the one that sank?

Mr. ISMAY. There are 13 of them there now.

Senator FLETCHER. The captain of the *Carpathia* let some of them go adrift?

Mr. ISMAY. I think he did. I think his decks were pretty well lumbered up when he got them all on board, because he had no idea of the trouble he was going to have.

Senator NEWLANDS. How many compartments were there in this ship, the *Titanic*?

Mr. ISMAY. I think about 16. I am not sure.

Senator NEWLANDS. You say the ship was so designed that if two of those compartments were filled with water the ship would float?

Mr. ISMAY. Two of the largest.

Senator NEWLANDS. Where were the largest?

Mr. ISMAY. Amidships, I think.

Senator NEWLANDS. Was it your idea that either of these compartments was affected by this accident?

Mr. ISMAY. I do not think that anybody can state exactly what did happen to her. My own impression is that the bilge of the ship was ripped out.

Senator NEWLANDS. Does that include these two large compartments?

Mr. ISMAY. Yes; I think it ripped the ship up, right along the side.

Senator NEWLANDS. You referred to pumps. Those pumps were to be used, in case any of these compartments had water in them, for clearing any of those compartments?

Mr. ISMAY. For clearing them of water; yes.

Senator NEWLANDS. For clearing them of water in case there was a leakage?

Mr. ISMAY. Yes; or in case of accident.

Senator NEWLANDS. Or in case of accident?

Mr. ISMAY. Yes.

Senator NEWLANDS. You say that one of the officers said he thought you could keep the ship afloat by the use of the pumps? The idea was that these pumps would keep these compartments, or some of them, relieved of water?

Mr. ISMAY. That they would keep the water in check.

Senator NEWLANDS. That they would keep the water in check. The pumps were used, were they not?

Mr. ISMAY. So far as I know. They were put on at once, I think.

Senator NEWLANDS. Did any officers of the ship tell you that they were being used?

Mr. ISMAY. No; but Mr. Bell told me they hoped they could keep the water in check with the pumps.

Senator NEWLANDS. That is all.

Senator SMITH. Senator Bourne was anxious to interrogate you, Mr. Ismay, but he has not been able to be present this morning. If possible, I wish you would attend the afternoon session, and we will

now take an early adjournment, so that Senator Bourne may then have the privilege of questioning you.

Mr. ISMAY. I am entirely at your disposal, sir.

Senator SMITH. I desire to make a statement to go upon the record. In my examination of Officer Lowe the other day I asked him with reference to his habits. He informed me that he was a teetotaler. I accepted his statement as final, and congratulated him at that time. There is not the slightest disposition on the part of the committee to cast any reflection upon Mr. Lowe's habits. I think the difficulty arose over the statement of one of the witnesses, who said that he was very intemperate, referring to his disposition rather than to his habits, and I am very glad to make that correction.

Mr. LOWE. Thank you, sir.

Senator SMITH. I think, under the circumstances, we will now take a recess until 2 o'clock.

At 12.55 o'clock p. m. the committee took a recess until 2 o'clock p. m.

---

#### AFTERNOON SESSION.

The committee met, pursuant to the taking of recess, at 2.10 o'clock p. m., Senator William Alden Smith (chairman), presiding.

Senator SMITH. I will now ask Mr. Stengel to take the stand.

#### TESTIMONY OF MR. C. E. HENRY STENGEL.

Senator SMITH. What is your full name?

Mr. STENGEL. C. E. Henry Stengel.

Senator SMITH. Where do you reside?

Mr. STENGEL. Newark, N. J.

Senator SMITH. What is your business?

Mr. STENGEL. Leather manufacturer.

Senator SMITH. Were you a passenger on board the *Titanic* on the ill-fated voyage from Southampton to the place of the accident?

Mr. STENGEL. Yes, sir.

Senator SMITH. While you were on that voyage did you familiarize yourself with the speed of the *Titanic*?

Mr. STENGEL. I did, the last day; particularly the last day, I did.

Senator SMITH. Particularly the day of the accident?

Mr. STENGEL. The day of the accident; that is, from Saturday noon to Sunday noon.

Senator SMITH. Will you kindly tell the committee how you familiarized yourself with the speed, and what the speed was when you last informed yourself about it?

Mr. STENGEL. As is usual in these voyages, there were pools made to bet on the speed that the boat would make, and at 12 o'clock, after the whistle blew, the people who had bet went to the smoking room, and came out and reported she had made 546 knots. I figured then that at 24 hours to a day we made 22½ knots; but I was told I was mistaken; that I should have figured 25 hours.

Senator SMITH. Twenty-five hours for the day?

Mr. STENGEL. Yes, on account of the elapsed time, I believe, which made it almost 22 knots an hour. At the same time a report came—this was the report that came from the engine room—that the engines were turning three revolutions faster than at any time on the voyage.

Senator SMITH. What time was that on Sunday?

Mr. STENGEL. I should say about between 1 and 2 o'clock Sunday afternoon.

Senator SMITH. Did you have occasion to consult with anyone as to, or did you familiarize yourself with, the speed of the ship after that time?

Mr. STENGEL. Not after that time, any more than that I called my wife's attention to the fact that the engines were running very fast. That was when I retired, about 10 o'clock. I could hear the engines running when I retired, and I noticed that the engines were running fast. I said I noticed that they were running faster than at any other time during the trip.

Senator SMITH. How could you tell that?

Mr. STENGEL. Just through being familiar with engines in the manufacturing business. We have bought a great many engines in 28 or 29 years, and we generally take the speed of the engine. We want to buy an engine that will run a certain speed to do a certain amount of work. It was just natural instinct, that was all.

Senator SMITH. Where were you when the accident happened?

Mr. STENGEL. I had retired. My wife called me. I was moaning in my sleep. My wife called me, and says, "Wake up; you are dreaming;" and I was dreaming, and as I woke up I heard a slight crash. I paid no attention to it until I heard the engines stop. When the engines stopped I said, "There is something serious; there is something wrong. We had better go up on deck." I just put on what clothes I could grab, and my wife put on her kimono, and we went up to the top deck and walked around there. There were not many people around there. That was where the lifeboats were. We came down to the next deck, and the captain came up. I supposed he had come up from investigating the damage. He had a very serious and a very grave face. I then said to my wife, "This is a very serious matter, I believe." I think Mr. Widener and his wife—I think it was Mr. Widener—followed the captain up the stairs, and they returned, and I presume they went to their staterooms. Shortly after that the orders were given to have the passengers all put on life preservers. I went back to my stateroom and put a life preserver on my wife, and then she tied mine on. We went back up to the top deck. Then I heard the orders given to put all the women and children in the boats and have them go off about 200 yards from the vessel.

Senator SMITH. Who gave that order?

Mr. STENGEL. It seemed to me an officer. Of course I was a little bit agitated, and I heard them and I did not look particularly to see who it was. While they were loading the lifeboats, the officers or men who had charge of loading the lifeboats said, "There is no danger; this is simply a matter of precaution." After my wife was put in a lifeboat she wanted me to come with them, and they said, "No; nothing but ladies and children." After the five boats, I think it was, or the boats as far as I could see on the starboard side, were loaded, I turned toward the bow. I do not know what led me there, but there was a small boat that they called an emergency boat, in which there

were three people, Sir Duff Gordon and his wife and Miss Francatelli. I asked the officer—I could not see them, it was so dark, and I presume I was agitated somewhat—I asked him if I could not get into that boat. There was no one else around, not a person I could see except the people working at the boats, and he said, "Jump in." The railing was rather high—it was an emergency boat and was always swung over toward the water—I jumped onto the railing and rolled into it. The officer then said, "That is the funniest sight I have seen to-night," and he laughed quite heartily. That rather gave me some encouragement. I thought perhaps it was not so dangerous as I imagined. After getting down part of the way there was a painter on the boat, and we were beginning to tip, and somebody hollered to stop lowering. Somebody cut that line and we went on down.

Senator SMITH. Describe this rail if you can. Was it a guard?

Mr. STENGEL. I do not know what they call it; a fence, like, on the side. The other lifeboats were all loaded from the floor. You could step right from the floor into the lifeboats.

Senator SMITH. That was on the upper deck?

Mr. STENGEL. That was on the boat deck; yes, sir; toward the bow.

Senator SMITH. And this rail was at the outside of the boat deck?

Mr. STENGEL. It was just at the edge of the deck, just to keep people from falling over.

Senator SMITH. How high was it?

Mr. STENGEL. I should judge it was about three feet and a half, or so.

Senator SMITH. Was there any opening in it?

Mr. STENGEL. No, sir.

Senator SMITH. Persons entering that boat were obliged to go over that rail?

Mr. STENGEL. Yes, sir.

Senator SMITH. Did your wife go over that rail?

Mr. STENGEL. No, sir; my wife was loaded three or four boats previous to that. We were up there quite early; that is, we were up there almost the first on the deck.

Senator SMITH. When you got down to the water, what happened?

Mr. STENGEL. Just as I jumped into the boat some one else, a man named A. L. Solomon, appeared. I do not know where he appeared from, but he asked to get in and jumped in the boat with us. There were five passengers and, I understand, three stokers and two seamen; that is, five of the crew.

Senator SMITH. How many women?

Mr. STENGEL. There were two ladies—Sir Duff Gordon's wife and Miss Francatelli—in that boat. There was no one else in sight at that time.

Senator SMITH. And there were no other occupants of that boat?

Mr. STENGEL. Not of the passengers. At that time, when they were getting ready to lower, then I jumped in, and Mr. Solomon did also.

Senator SMITH. You had five passengers. Does that include you and Mr. Solomon?

Mr. STENGEL. Yes, sir.

Senator SMITH. You had three stokers?

Mr. STENGEL. Yes, sir.

Senator SMITH. Three seamen and two women?

Mr. STENGEL. No; three stokers and two seamen.

Senator SMITH. Two seamen and two women?

Mr. STENGEL. Yes, sir.

Senator SMITH. That is, 12 people all told?

Mr. STENGEL. No; 10 all together.

Senator SMITH. Your five passengers included the two women?

Mr. STENGEL. Yes, sir; the five passengers included the two women.

Senator SMITH. Did any others of the passengers or crew board that boat?

Mr. STENGEL. Besides the 10 that I say were on it?

Senator SMITH. Yes.

Mr. STENGEL. No, sir.

Senator SMITH. Who was in charge of that boat?

Mr. STENGEL. I do not know. As I said, there were two seamen, one at the bow and one at the rudder at the stern, and the other three were rowing, with myself, as I was rowing with one of the stokers.

Senator SMITH. Do you know who gave directions?

Mr. STENGEL. I think between Sir Duff Gordon and myself we decided which way to go. We followed a light that was to the bow of the boat, which looked like in the winter, in the dead of winter, when the windows are frosted with a light coming through them. It was in a haze. Most of the boats rowed toward that light, and after the green lights began to burn I suggested it was better to turn around and go toward the green lights, because I presumed there was an officer of the ship in that boat, and he evidently knew his business.

Senator SMITH. That was evidently from another lifeboat?

Mr. STENGEL. Yes, sir; it was from another lifeboat.

Senator SMITH. Did you go toward it?

Mr. STENGEL. Yes, sir; we did.

Senator SMITH. Did you reach its side?

Mr. STENGEL. We did not reach its side. It was toward morning that we turned, and by that time another man and myself thought we saw rockets—one rocket; that is, a rocket explode—and I said, “I think I saw a rocket,” and another one said, “I think I saw a rocket,” and one of the stokers, I think it was, said, “I see two lights. I believe that is a vessel.” Then, after that, when another green light was burned, there was a flash light from a boat, and I said, “Now, I am pretty positive that is a boat, because that is an answer to the green signal,” and one of the stokers said, “The green light is the company’s color,” I understood him to say. That is what he said. Whether he was right or not, I do not know. When we saw that flash-light, it was like powder was set off. I said, “Now, let us give it to her and let us steer in between the green light—where we saw the green light—and that boat,” and that being a very light boat we left the other boats quite a way behind. I felt somewhat enthused to see the boat, and I began to jolly them along to pull. I said, “Keep pulling.” We kept pulling, and I thought we were the first boat aboard; but I found that the boat that had the green lights burning was ahead of us. We were the second boat aboard.

Senator SMITH. What was the number of this emergency boat?

Mr. STENGEL. I do not know, sir; I did not look at that.

Senator SMITH. How far out from the side of the upper deck did that boat hang when you got into it?



Mr. STENGEL. It was right up against the side. If it had not been I would have gone down into the water, because I rolled. I did not step into it; I just simply rolled.

Senator SMITH. There was no difficulty in entering it when you got over this rail?

Mr. STENGEL. No. There was a partition of canvas or something or other like that to keep it from scraping the sides.

Senator SMITH. Did you see icebergs the next morning?

Mr. STENGEL. I guess you could. They were all around. You could see them. As soon as we landed down into the water, as soon as we were afloat, you could see icebergs all around, because we thought they were sailing vessels at first, and began pulling this way, and then turning around and going the other way. They were in sight all along the horizon.

Senator SMITH. Were you menaced in any way, after you got into the water in this emergency boat, by ice?

Mr. STENGEL. No, sir.

Senator SMITH. How far away was it from you, apparently?

Mr. STENGEL. It was quite a ways, but you could see the outline in the dusk.

Senator SMITH. Describe these icebergs. How large were they?

Mr. STENGEL. There was one of them, particularly, that I noticed, a very large one, which looked something like the Rock of Gibraltar; it was high at one point, and another point came up at the other end, about the same shape as the Rock of Gibraltar.

Senator SMITH. How did it compare with the size of the *Titanic*?

Mr. STENGEL. I was a good ways off. It was not quite as large as the *Titanic*, but it was an enormous, large iceberg.

Senator SMITH. Can you approximate its height from the water?

Mr. STENGEL. Of course I might. At such a distance I should judge it was 250 feet high at the highest point.

Senator SMITH. Where was the field ice—back of these icebergs or to the east of them?

Mr. STENGEL. The field ice I did not see much of until we got aboard the *Carpathia*. Then there was a floe there that I should think was about 5 miles long, and I should say it would take 20 minutes by the *Carpathia* to get by that field ice. It was ice all covered with snow.

Senator SMITH. How high above the water?

Mr. STENGEL. Not very high above the water.

Senator SMITH. Five or ten feet, or something like that?

Mr. STENGEL. I should judge not over 2 feet; 2 or 3 feet.

Senator SMITH. Do you think of anything more you care to say in addition to what you have already said that might throw any light on the subject of this inquiry?

Mr. STENGEL. No. There is only one thing that I would like to say, and that is that evidently, when they struck the iceberg, the ice came on the deck, and there was one of the passengers had a handful of ice when we were up there, and showed it. Another passenger said that the ice came into his porthole. His porthole was open.

Senator SMITH. How long after the impact was it before the engines were stopped?

Mr. STENGEL. A very few minutes.

Senator SMITH. Give the number of minutes, if you can. You are accustomed to machinery and matters of this kind.

Mr. STENGEL. I should say two or three minutes, and then they started again just slightly; just started to move again. I do not know why; whether they were backing off, or not. I do not know. I hardly thought they were backing off, because there was not much vibration to the ship.

Senator SMITH. Did you hear or see anyone arousing passengers from their rooms after the impact?

Mr. STENGEL. I heard the order given to the stewards to arouse the passengers, and afterwards I heard somebody remark, “Did you ever see such actions,” or some remark like that—“Did you ever see such actions as the stewards are showing.” It seems they were not arousing the people.

Senator BURTON. They were not, do you say?

Mr. STENGEL. Yes, sir. There was a remark made like that, “Did you ever see such actions of the stewards,” or some remark like that, indicating they were not doing their duty.

Senator SMITH. What is your judgment about it?

Mr. STENGEL. My judgment about the officers is that when they were loading I think they were cool. I think so far as the loading of the boats after the accident was concerned, sir, they showed very good judgment. I think they were very cool. They calmed the passengers by making them believe it was not a serious accident. In fact, most of them, after they got on board the *Carpathia*, said they expected to go back the next day and get aboard the *Titanic* again. I heard that explained afterwards by an officer of the ship, when he said, “Suppose we had reported the damage that was done to that vessel; there would not be one of you aboard. The stewards would have come up”—not the stewards, but the stokers—“would have come up and taken every boat, and no one would have had a chance of getting aboard of those boats.”

Senator SMITH. Did you see any man attempt to enter these life-boats who was forbidden to do so?

Mr. STENGEL. I saw two, a certain physician in New York and his brother, jump into the same boat my wife was in. Then the officer, or the man that was loading the boat, said “I will stop that. I will go down and get my gun.” He left the deck momentarily and came right back again. Afterwards I heard about five shots; that is, while we were afloat. Four of them I can account for in this way, that when the green lights were lit on the boat they were lashed to—my wife’s boat—the man shot off a revolver four times, thinking it was a vessel. The man in charge said, “You had better save all your revolver shots, you had better save all your matches, and save everything. It may be the means of saving your life.” After that I heard another shot that seemed to be aboard the *Titanic*. It was explained to me afterwards that that was the time that one of the men shot off his revolver—that is, the mate or whoever had charge of the boat shot off his revolver—to show the men that his revolver was loaded and he would do what he said; that any man who would step into the lifeboat he would shoot.

Senator SMITH. But you saw no attempt by a man to enter a life-boat, except in the manner you have described?

Mr. STENGEL. No, sir; I saw no attempt of anyone to get into the lifeboats except these two gentlemen that jumped in the boat after the boat was lowered; that is, started to lower.

Senator SMITH. With reference to communication with shore or ship wireless stations after you got aboard the *Carpathia*, is there anything you can say about that; whether there was any notice published or any directions given as to the manner in which the wireless stations aboard the *Carpathia* should be operated?

Mr. STENGEL. Yes, sir; there was on the bulletin board one telegram which said that they would like to have information of the *Titanic*, and "Ask the captain to send it via the Navy," or they gave the name of the land station—to telegraph it that way; to get permission from the captain to send it that way.

There was another quite large bulletin posted by the captain which said there had been rumors aboard brought to him that the press was using the wires, and the captain made it very emphatic, and said, "I wish to state emphatically that there have not been but 20 words sent to the press." and that the wires were at the service of the survivors of the *Titanic*.

Senator SMITH. And was this wire signed by the captain or the operator?

Mr. STENGEL. That was signed by, I think, the purser.

Senator SMITH. What day was that, considering the time you got aboard the *Carpathia*? Was it Monday, or Tuesday, or Wednesday?

Mr. STENGEL. I think it was Tuesday, sir. I am not sure, sir, but I am under the impression it was Tuesday.

Senator SMITH. Did you make any attempt to communicate with your friends or home?

Mr. STENGEL. Yes, sir; I did; and through the efforts I made to help the people aboard the boat there, they said, "We appreciate what you are doing, and your two messages have gone."

Senator SMITH. What time was that?

Mr. STENGEL. I think the first message was sent on Sunday, just stating, "Both aboard the *Carpathia*; both safe aboard the *Carpathia*."

Senator SMITH. That was Sunday night?

Mr. STENGEL. I think it was Sunday—no; I mean Monday, sir. I mean Monday.

Senator SMITH. What time Monday?

Mr. STENGEL. I should judge in the morning, some time.

Senator SMITH. To whom was it addressed?

Mr. STENGEL. It was addressed to the firm of Stengel & Rothchild, Newark, N. J.

Senator SMITH. Was that message received?

Mr. STENGEL. Yes, sir; that message was received.

Senator SMITH. When?

Mr. STENGEL. That I do not recollect. I could not give that definitely, but I sent another message after that, asking to have two automobiles to meet me at the *Carpathia* pier; that I expected to bring some survivors home with me. I expected to bring several ladies, one from Fond du Lac, and one from Green Bay, and one from North Dakota, and another lady from West Orange; but as we left the boat they all found their friends, and I had no use for the two machines after that.

Senator SMITH. Can you inform the committee, either now or later, when the message to your firm was delivered on Monday, if it was delivered on Monday?

Mr. STENGEL. Yes; I could get that information.

Senator SMITH. We would like to have that information.

Mr. STENGEL. Yes, sir; I will. There was a message sent to me which I never received. There was a message sent aboard the *Carpathia* which I never received, but which was answered by some one else, and it was signed——

Senator SMITH (interposing). Answered from the *Carpathia* by some one else?

Mr. STENGEL. I do not know where it was answered from, but the answer came back to the message from the firm, and they asked whether I received the message, and I said no. They said it was answered.

Senator SMITH. In your name?

Mr. STENGEL. It evidently was. I did not see the message.

Senator SMITH. If possible, I would like to have you look that up.

Mr. STENGEL. All right, sir. I would say this, Senator, that my partner afterwards called up the Western Union about that, and they said that that message had not been delivered, and that there was a return fee for that message.

Senator SMITH. That is, the message which was sent you which had not been delivered?

Mr. STENGEL. Yes, sir; the message sent to me.

Senator SMITH. On what deck were your rooms?

Mr. STENGEL. On C deck, 116.

Senator SMITH. On what deck was this ice?

Mr. STENGEL. That I could not tell you, any more than that I was told they got it off the deck. They did not state which deck it was taken off of.

Senator SMITH. Do you care to say anything else?

Mr. STENGEL. Nothing that I know of, sir.

Senator BOURNE. The emergency boat that you got into had a capacity for how many passengers?

Mr. STENGEL. I do not think it had a capacity for any more than were in it. It was just a small boat. In fact, when we arrived at the *Carpathia* it was never taken aboard the *Carpathia*. It was too small and too light a boat, and they just set it adrift. The other large lifeboats were taken aboard the *Carpathia*.

Senator BOURNE. Were there any people left on deck when the boat you were in was lowered?

Mr. STENGEL. I could not see a person. I think possibly that was because the last lifeboat was being lowered off the starboard side, and I suppose the people had gone to the other side.

Senator BOURNE. Your boat was on the starboard side?

Mr. STENGEL. On the starboard side, the right side looking toward the bow.

Senator BOURNE. Your boat was the last boat to leave?

Mr. STENGEL. So far as I saw. I saw no other boat on that side, sir.

Senator BOURNE. When you were refused admission into the boat in which your wife was, were there a number of ladies and children there at that time?

Mr. STENGEL. No, sir; there were not. These two gentlemen had put their wives in, and were standing on the edge of the deck, and when they started lowering, they jumped in. My wife said there were five, but I saw only two.

Senator BOURNE. What is your impression, that no effort was made to awaken the passengers who were asleep at the time of the accident?

Mr. STENGEL. I would not say that, any more than I heard the comment made about the actions of the stewards. That is all I could say.

Senator BOURNE. You have no specific knowledge in that direction?

Mr. STENGEL. No, sir.

Senator BOURNE. General orders were issued for the passengers to put on life preservers, were they?

Mr. STENGEL. Yes, sir; I heard those orders issued.

Senator BOURNE. Do you know who issued the orders?

Mr. STENGEL. No, sir; I do not. I heard the orders issued, and then I went down and put on a life preserver, and my wife put on one.

Senator BOURNE. Were there any people on the decks, and did the number steadily increase after the issuance of these orders?

Mr. STENGEL. They did not come up very fast; no, sir. There were not many people on deck when my wife's boat went off, and I think my wife's boat was about the second boat. There were not very many people on the top deck at that time.

Senator BOURNE. When you had gone down and donned the life preservers and returned you returned to the top deck?

Mr. STENGEL. Yes, sir.

Senator BOURNE. So you are not cognizant of the condition on the lower decks?

Mr. STENGEL. No, sir.

Senator BOURNE. That is all.

Senator BURTON. Were there more than 10 in this emergency boat at any time before you were taken on board the *Carpathia*?

Mr. STENGEL. Were there what?

Senator BURTON. You have said there were 10; 5 passengers and 5 seamen?

Mr. STENGEL. Yes, sir.

Senator BURTON. Did any more come into that boat, and were they taken on before you were taken on board the *Carpathia*?

Mr. STENGEL. No, sir. My wife told me the boat she was in had not quite enough people; that is, it was not loaded as much as the other boats, and they lashed two boats together and took some of the people out of one boat and put them in the other and divided them up.

Senator BURTON. But in that boat there were not more than 10 at any time? That is, in your boat, I mean?

Mr. STENGEL. No, sir.

Senator BURTON. And yet you say that was the capacity of the boat?

Mr. STENGEL. So far as I could see; yes, sir.

Senator BURTON. Did you compare that emergency boat with any of the other emergency boats to see if it was the same size?

Mr. STENGEL. No, sir; I did not.

Senator BURTON. You did not notice it before, while you were en voyage?

Mr. STENGEL. No, sir.

Senator BURTON. Or later?

Mr. STENGEL. No, sir.

Senator BURTON. Five hundred and forty-six knots was the run as posted just after Sunday noon, you say?

Mr. STENGEL. Yes, sir.

Senator BURTON. Referring to this light which you say appeared like a light showing through a frosted window pane, where was that light?

Mr. STENGEL. It was right toward the bow; it was off in the distance.

Senator BURTON. How far away was it?

Mr. STENGEL. It was a good ways; I am not familiar with distances at sea, but it was quite a ways off, and most of the boats rowed that way. There was a lady had a cane, I believe, with an electric light, and she was flashing this light, and they were going to that boat, and we were going toward that boat, and there were two other boats around, so the two or three of us kept together; that is, all the boats besides our own kept together.

In one of those boats I think there was an old sailor, and he afterwards explained that he took the end of a rope and dipped it in oil and lit that. That was a flare light that every now and then would show.

Senator BURTON. This light was not on any of the boats lowered from the *Titanic*?

Mr. STENGEL. The light I spoke of, away off?

Senator BURTON. Yes.

Mr. STENGEL. No, sir.

Senator BURTON. What was your conjecture about it?

Mr. STENGEL. My conjecture was this, as I explained when I was first asked what it was. I thought it was a sort of northern light, reflecting on an iceberg. That was my impression of it.

Senator SMITH. You did not think it was on a ship?

Mr. STENGEL. Well, no. We all rowed for it at first, and then it vanished like.

Senator SMITH. Where was it; ahead or on the port side?

Mr. STENGEL. It was toward the bow. It was just as if, if you were going to walk off the bow of the ship, you would walk toward that light.

Senator SMITH. Toward it?

Mr. STENGEL. Yes.

Senator SMITH. To the left or to the right?

Mr. STENGEL. I think a little bit to the right, sir. I am not sure of it, but I should think a trifle to the right.

Senator FLETCHER. How far were you from the *Titanic* when she went down?

Mr. STENGEL. I could not say the distance. I saw all the movements. I saw her first row of port lights go under the water; I saw the next port lights go under the water; and finally the bow was all dark. When the last lights on the bow went under, I said, "There is danger here; we had better row away from here. This is a light boat, and there may be suction when the ship goes down. Let us pull away." The other passengers agreed, and we pulled away from



the *Titanic*, and after that we stopped rowing for awhile, and she was going down by the bow most all the time, and all of a sudden there were four sharp explosions about that far apart, just like this [the witness indicating by snapping his fingers four times], and then she dipped and the stern stood up in the air, and then the cries began for help. I should think that the people who were left on the boat began to jump over. There was an awful wail like.

Senator FLETCHER. Could you see the people?

Mr. STENGEL. No, sir; I could not see any of the people, but I could hear them.

Senator FLETCHER. What was the character of these explosions?

Mr. STENGEL. I do not know, but I should judge it would be a battery of boilers going.

Senator FLETCHER. Might it have been bulkheads giving way?

Mr. STENGEL. I do not know. I have never been familiar with bulkheads giving way; but they were quite hard explosions. She dipped, then, forward, and all you could see was the stern sticking up. When I heard the cries I turned my back. I said, "I can not look any longer."

Senator FLETCHER. You did not attempt to go back to get any of those people?

Mr. STENGEL. We could not. We were quite a ways away, and the suggestion was not made, and we did not; that is all there is about that. I do not know why we did not, but we did not.

Senator SMITH. Was there any evidence of intoxication among the officers or crew that night?

Mr. STENGEL. No, sir. I have a distinct recollection of a Mrs. Thorne stating, while talking about the captain being to dinner, that she was in that party, and she said, "I was in that party, and the captain did not drink a drop." He smoked two cigars, that was all, and left the dining room about 10 o'clock.

Senator SMITH. You have spoken of this betting pool. Was any officer or member of the crew engaged in this pool, that you know of?

Mr. STENGEL. No, sir; not that I know of. I just happened to be in the party. I had been watching a game of cards most of the trip, and Mr. Harris, one of the ill-fated passengers, had won the hat pool.

Senator SMITH. This was a pastime among the passengers?

Mr. STENGEL. Yes.

Senator SMITH. And you are quite certain that no officer or director took any part in it?

Mr. STENGEL. I did not see any of them, sir; and I did not even go and look at the names of those who were on the list.

Senator SMITH. You did not see Mr. Ismay there?

Mr. STENGEL. No, sir; I do not know Mr. Ismay.

Senator SMITH. Or the captain?

Mr. STENGEL. No, sir.

Senator SMITH. There is Mr. Ismay; sitting back at the wall there [indicating].

Mr. STENGEL (after looking at Mr. Ismay). I do not think I saw Mr. Ismay but one evening, I think, while the band was playing after dinner.

Senator SMITH. In the early part of the voyage?

Mr. STENGEL. Yes; in the early part of the voyage.

Senator SMITH. You said that your friends got ice in a porthole; is that right?

Mr. STENGEL. Not my friends. It was one of the passengers, who, when I first came up, had a handful of ice, and he said he got that off of the deck of the boat.

Senator SMITH. Which deck?

Mr. STENGEL. He did not say. He said, “I got this off of the deck of the boat;” and then another passenger afterwards, on the *Carpathia*, said that ice came in at his porthole.

Senator SMITH. You do not know where that was?

Mr. STENGEL. No, sir.

Senator SMITH. Do you know where his stateroom was?

Mr. STENGEL. No, sir; I do not.

Senator SMITH. Was there comment because of the fact that the port hole was open; was there any special comment on that fact?

Mr. STENGEL. He just wanted air. He said, “I left my port hole open for air.”

Senator SMITH. And he got this ice?

Mr. STENGEL. He got some of the ice in there.

Senator SMITH. That is all. We are very much obliged to you, Mr. Stengel.

Mr. STENGEL. You want the telegrams, you say; do you, sir?

Senator SMITH. The telegram which you sent, and the telegram you received. Will you kindly send them to the committee?

Mr. STENGEL. Yes, sir; thank you.

Witness excused.

Senator SMITH. Mr. Ismay, will you resume the stand? Senator Bourne desires to interrogate you.

#### TESTIMONY OF J. BRUCE ISMAY—Resumed.

Senator BOURNE. Mr. Ismay, will you explain, please, of what the White Star Line consists? Is it a corporation, a firm, or a trade-mark?

Mr. ISMAY. The legal name of the line is the Oceanic Navigation Co. (Ltd.).

Senator BOURNE. Was there ever a White Star Line of sailing ships?

Mr. ISMAY. I believe that years ago there was a White Star Line of sailing ships which ran to Australia. My father, many years ago, bought the White Star flag.

Senator BOURNE. So that it is simply a trade-mark?

Mr. ISMAY. It is simply a trade-mark.

Senator BOURNE. In buying that trade-mark did any property go with it?

Mr. ISMAY. No, sir; simply the flag.

Senator BOURNE. No vessels went with it?

Mr. ISMAY. No; simply the right to use the flag.

Senator BOURNE. Then the Oceanic Steam Navigation Co. was the real owner of the *Titanic*?

Mr. ISMAY. Yes.

Senator BOURNE. That is an English corporation?

Mr. ISMAY. Yes; that is an English corporation.

Senator BOURNE. Is the stock of that corporation held by the public, or is all the stock, or if not all, then what proportion of it, held by the International Mercantile Marine Co. (Ltd.), which company, as I understand, is the holding company of the Oceanic Steam Navigation Co.?

Mr. ISMAY. The capital stock of the Oceanic Steam Navigation Co. is £750,000. Practically all of those shares are owned by the International Mercantile Marine Co.

Senator BOURNE. £750,000?

Mr. ISMAY. The capital of the White Star Line, or the Oceanic Steam Navigation Co., is £750,000.

Senator BOURNE. That company owned the *Titanic*, which cost £750,000, did it not?

Mr. ISMAY. It cost £1,500,000, sir.

Senator BOURNE. Yes; I mean £1,500,000.

Mr. ISMAY. Yes.

Senator BOURNE. Are there any bonds of the Oceanic Steam Navigation Co.?

Mr. ISMAY. Yes; there is an issue of £1,250,000 of 5 per cent bonds. I think they are.

Senator BOURNE. The International Navigation Co. owns all of the stock of the Oceanic Steam Navigation Co.?

Mr. ISMAY. The International Mercantile Marine Co.

Senator BOURNE. Does the International Navigation Co. own all of the stock of the Oceanic Steam Navigation Co.?

Mr. ISMAY. Yes.

Senator BOURNE. It owns all of it?

Mr. ISMAY. I think all, except about six shares which are in the hands of individuals.

Senator BOURNE. The International Navigation Co.'s stock is owned by the International Mercantile Marine Co.?

Mr. ISMAY. Yes.

Senator BOURNE. All of it?

Mr. ISMAY. Yes.

Senator BOURNE. The International Mercantile Marine Co. is an American company, is it not?

Mr. ISMAY. Yes.

Senator BOURNE. A New Jersey corporation?

Mr. ISMAY. Yes.

Senator BOURNE. They have about \$100,000,000 of stock, in round numbers?

Mr. ISMAY. Yes.

Senator BOURNE. And \$52,000,000 of 4½ per cent bonds?

Mr. ISMAY. Yes.

Senator BOURNE. \$19,000,000 of 5 per cent bonds and \$7,000,000 of underlying bonds, as I understand?

Mr. ISMAY. I believe that is it.

Senator BOURNE. The bonds have no votes at all?

Mr. ISMAY. No, sir.

Senator BOURNE. Is the stock held principally in the United States, or is it widely disseminated throughout the world?

Mr. ISMAY. I do not think anybody has any idea where the stock is held.

Senator BOURNE. The stock books would certainly show who has the right to vote?

Mr. ISMAY. The stock is in the names of voting trustees.

Senator BOURNE. Oh, it is?

Mr. ISMAY. Yes.

Senator BOURNE. Pooled for how long?

Mr. ISMAY. I think until this October. I think it was extended last time for three years or five years.

Senator BOURNE. It is an American flotation, is it not?

Mr. ISMAY. Yes, sir; absolutely.

Senator BOURNE. Built on the plan of the absorption of other companies?

Mr. ISMAY. Yes.

Senator BOURNE. Or the transfer of its securities for their securities?

Mr. ISMAY. Yes.

Senator BOURNE. Then the financial policy of the International Mercantile Marine Co. is dictated, I assume, from this country, is it not?

Mr. ISMAY. Yes; practically.

Senator BOURNE. The majority of the directors live in this country?

Mr. ISMAY. Yes; I think the only directors who live over on the other side are Lord Pirrie, Mr. Sanderson, and Mr. Grolson, and myself. There are five.

Senator BOURNE. You are the manager of the International Mercantile Marine Co.?

Mr. ISMAY. I am president of the International Mercantile Marine Co.

Senator BOURNE. What is your official connection with the International Navigation Co., if any, and with the Oceanic Steam Navigation Co., if any?

Mr. ISMAY. Of the Oceanic Steam Navigation Co. I am chairman and managing director.

Senator BOURNE. And you are the president of the International Mercantile Marine Co.?

Mr. ISMAY. Yes.

Senator BOURNE. Is the policy of the company directed by you or by a board of directors?

Mr. ISMAY. It is really directed by a board of directors.

Senator BOURNE. You are the administrator of the policy as indicated by the board of directors?

Mr. ISMAY. No; I might indicate the policy and get it approved by the board of directors, and then I would carry it out.

Senator BOURNE. Then the policies would initiate with you, and would be affirmed by them?

Mr. ISMAY. Yes; largely, with my associates and myself. We would discuss matters and talk them over and settle on a line of policy, to which we would get the approval of the board of directors, and then it would be our duty to carry it out when it had once been approved.

Senator BOURNE. Do you, in your office, ever or usually give instructions to the masters of your ships, before they sail, as to the course or route they shall follow?

Mr. ISMAY. Yes; it is absolutely laid down. They have a northern track which they use in the winter months, and during the summer months they use the southern route.

Senator BOURNE. It is laid down by whom, by custom?

Mr. ISMAY. The track was originally agreed to many years ago by all the steamship companies in conference.

Senator BOURNE. Has the captain any right to deviate from that, or is the regulation or custom or law followed absolutely?

Mr. ISMAY. If the commander in his discretion thought that it was advisable to depart from the track, there would be no reason why he should not do so. It is a matter entirely in his hands.

Senator BOURNE. Do you ever indicate the speed that the ship is to make, or to try to make?

Mr. ISMAY. No, sir.

Senator BOURNE. You never indicate the time that you wish the ship to reach New York or Liverpool?

Mr. ISMAY. Absolutely not, sir.

Senator BOURNE. Are you in communication with the ship by wireless during the voyage, in any way, or is your office?

Mr. ISMAY. No; I do not think we ever have any wireless communication with a ship, unless there is some matter which has gone wrong on the ship. Suppose any little accident happened in the engine room and they wanted some little piece of machinery to be ready for them on their arrival; they would marconi to us that they wanted such and such a thing, and that would give us an opportunity to get that thing ready for them by the time they reached the other side. There is communication between the ships in regard to passengers. A very large number of our passengers have to be forwarded to Norway and Sweden and Scandinavia, and we have to make all those arrangements before the ship arrives, and they will marconi to us the number of passengers. If the ship is going to Liverpool and they are going to London, they will marconi to us so as to enable our people to arrange for the trains for them, and matters of that kind.

Senator BOURNE. You give the captain, then, no direct specific instructions? He follows entirely his own volition with respect to the ship after he leaves the shore?

Mr. ISMAY. When the captain left Liverpool or Southampton, he would know that he had to follow either the southern or the northern route. Our instructions to the commanders are that they are not to do anything which will in any way imperil the ships or the lives that are on the ship. I think that our instructions in regard to that matter are very clear, and I think they are already on the record.

Senator BOURNE. As I understand, it has already been brought out in the testimony that the life-saving boats and paraphernalia have been based heretofore on tonnage instead of on the number of passengers?

Mr. ISMAY. Yes; on the tonnage of the ship.

Senator BOURNE. You think it would be a decided improvement in law or regulation to base the same on passengers rather than on tonnage, do you?

Mr. ISMAY. I think so. I think the most important thing to do will be to try to build a safer ship probably, with bulkheads extended, or to have a ship with a double hull. But I do not know whether that is practical or not. I have not got the technical knowledge.

Senator BOURNE. You are not a practical builder?

Mr. ISMAY. No, sir; I am not.

Senator BOURNE. Or a practical navigator?

Mr. ISMAY. No, sir; I know nothing whatever about navigation.

Senator BOURNE. What deductions, in your own mind, Mr. Ismay, have been made, from the experience that you have just passed through, in the way of the catastrophe to the *Titanic*, as to improvements, and where they could be made, and the probabilities of a repetition of such a catastrophe being minimized by the adoption of your improvements?

Mr. ISMAY. I think probably there should be an extension of the bulkheads, carrying them up higher; but I do not know whether it will be possible to bring the double bottom of the ship higher up. I do not know whether they can extend the double bottom, which we have now, up the sides of the ship. It may be desirable, and probably will be very desirable, to increase the boatage capacity, and it may be also desirable to carry a certain number of life rafts which, in the event of the ship going down, will float off of the ship. I think that in this case many of these people might have been saved if there had been some life rafts, which would have floated off the ship.

Senator BOURNE. I do not know where I received it, but the impression is in my mind that immediately after the catastrophe you issued orders to the ships of the lines which you represent to increase their number of lifeboats; is that true?

Mr. ISMAY. That is absolutely true. We have issued instructions that none of the ships of our lines shall leave any port carrying more passengers and crew than they have capacity for in the lifeboats. The result of that will be, of course, that we shall have to very largely reduce the number of passengers we carry.

Senator BOURNE. I also have an impression that I have seen somewhere, or heard, that the davits that they had on the *Titanic* were capable of handling three boats instead of one, and that there was no question about those davits being able to handle twice the number of boats that they did handle; is that true?

Mr. ISMAY. I could not express any opinion in regard to that, Senator Bourne. I do not know anything about it.

Senator BOURNE. Were you at all familiar with the boiler rooms?

Mr. ISMAY. No, sir; I had never been down in the boiler rooms.

Senator BOURNE. When the plans were submitted to you by the naval architect, did the question come up of bulkheads between the boilers and the skin of the ship?

Mr. ISMAY. No, sir.

Senator BOURNE. Your attention has not been directed, then, to that point, as to whether the ship could be made more nonsinkable by having airtight or water-tight bulkheads between the boilers themselves and the skin of the ship?

Mr. ISMAY. No, sir; that matter was never discussed. You mean to make the coal bunkers water-tight?

Senator BOURNE. Yes; I mean the coal bunkers.

Mr. ISMAY. No, sir; that was never discussed. Of course we have bulkheads in the boiler rooms, right across the ship.

Senator BOURNE. How about the searchlights on the ship? Have you come to any conclusion in your own mind as to whether the safety of the ship would be better insured by carrying searchlights?

Mr. ISMAY. I am not competent to express any opinion on that.



Senator BOURNE. I did not know but you might have talked over the matter with some of your practical men.

Mr. ISMAY. I have not had an opportunity of doing it. You see, we have all of our superintendents over on the other side. But I have heard the matter discussed here amongst certain nautical gentlemen, and I think you will probably find as many would be against it as would be in favor of it. That is very often the unfortunate position a shipowner finds himself in. He will have a lot of people advising him to do a thing and an equal number advising him not to do it, and it is very difficult to arrive at any conclusion.

Senator BOURNE. As a business man, handling large affairs, in a case of that kind what would you do, where there was a difference of opinion among experts? You would rest on the demonstration incident thereto, would you not?

Mr. ISMAY. I would probably make a trial of it, and would not be a good deal influenced by the gentlemen who were in favor of it or those who were against it.

Senator BOURNE. Are your ships built subject to naval inspection?

Mr. ISMAY. No, sir.

Senator BOURNE. Are any of the commercial ships built that way in England—subject to naval inspection?

Mr. ISMAY. I believe some of the Cunard ships are, sir.

Senator BOURNE. What inspection do your ships receive other than that of your own representatives? Do they receive any?

Mr. ISMAY. No, sir; we have no inspection outside, unless it is by Harland & Wolff.

Senator BOURNE. And no other lines have, either, except the Cunard, which, as I understand you to say, is subject to naval inspection?

Mr. ISMAY. Of course the Cunard Co. are, in a way, different from what we are. The Government advances them a very large sum of money and the Government has really a controlling vote in the Cunard Steamship Co.

Senator BOURNE. That is the reason——

Mr. ISMAY. The Government advanced the Cunard Line the money that enabled them to build the *Lusitania* and the *Mauretania*.

Senator BOURNE. Are any of your ships receiving a mail subsidy from the British Government?

Mr. ISMAY. We receive £70,000 a year for carrying the mails. That is the maximum sum we can receive from the Government.

Senator BOURNE. Had the *Titanic* survived, how large a subsidy would she have received per year?

Mr. ISMAY. The £70,000 which we received would be divided amongst the three or four ships.

Senator BOURNE. On a tonnage basis?

Mr. ISMAY. No, sir. We could apportion that any way we saw fit.

Senator BOURNE. The company gets the gross amount for the contract, and then you make your own apportionment or allotment? It is simply a matter of bookkeeping?

Mr. ISMAY. Absolutely. We get paid by the British Government on a poundage basis; but as soon as the payments have reached £70,000 we have to carry the mails for the balance of the year for nothing. That is the maximum payment we receive.

Senator BOURNE. Is it your opinion that you have as good naval architects as the navy themselves would have, and that you would

gain nothing except, possibly, in good will—public sentiment—by naval inspection in the construction of your ships?

Mr. ISMAY. I do not think, from the mercantile marine point of view, any supervision or inspection by the admiralty authorities would be of any service to us whatever; the types of ships, and the construction of the ships, are so absolutely different.

Senator BOURNE. Really, the naval architect would not be an expert on the type of ship which you are constructing?

Mr. ISMAY. I think he could advise in regard to the ship, but I should be very sorry to have to operate a merchant ship which had been designed by a naval constructor. I mean to say they would approach the whole thing from an entirely different standpoint.

Senator BOURNE. It is your impression, is it not, or your conviction, that legislation could be enacted which would give greater safeguards to the traveling public in that direction, or rules and regulations could be issued by the large companies themselves; that benefits can accrue from the experience you have just gone through, in the way of an improvement in the construction or in the equipment of ships?

Mr. ISMAY. I think you can take it, sir, that it will be the endeavor of every shipowner to do everything he possibly can to guard against such a horrible catastrophe.

Senator BOURNE. And you think the demonstration has been made that it is impossible to construct a nonsinkable ship?

Mr. ISMAY. I would not like to say that, because I have not sufficient knowledge to make any statement with regard to that.

Senator BOURNE. That is all.

Senator FLETCHER. You stated, Mr. Ismay, that you were president of the International Mercantile Marine Co. and chairman and managing director of the Oceanic Steam Navigation Co.?

Mr. ISMAY. Yes, sir.

Senator FLETCHER. What is your official relation with the International Navigation Co.?

Mr. ISMAY. I am a director of the International Navigation Co.

Senator FLETCHER. You have no other office than that?

Mr. ISMAY. No, sir; none.

Senator FLETCHER. What is the relation of the International Navigation Co. with these other two companies?

Mr. ISMAY. It is controlled by the International Mercantile Marine Co. in exactly the same way that the White Star Line is controlled.

Senator SMITH. Did I ask you the other day, Mr. Ismay, about the firm of Ismay, Imrie & Co.?

Mr. ISMAY. Ismay, Imrie & Co. were the managers for the Oceanic Steam Navigation Co.

Senator SMITH. Is that a corporation?

Mr. ISMAY. No, sir.

Senator SMITH. A copartnership?

Mr. ISMAY. Yes, sir. There is nobody left in the firm except myself. It is practically a dead letter now to all intents and purposes.

Senator SMITH. That is all, Mr. Ismay, and I want to thank you for your courtesy to the committee and for the information which you have given us. So far as the committee is concerned, you are no longer under its restraint, and I only ask you to respond to any

further efforts upon our part to acquire information regarding the causes leading to this catastrophe.

Mr. ISMAY. I will be glad to give you any information I possibly can, any time you call upon me for it.

Senator SMITH. Mr. Neale, I want to ask you a question in order to have it in the record. You notified the Commissioner General of Immigration April 15 of the accident to the *Titanic*?

Mr. S. C. NEALE. Yes, sir; on the morning of the 15th a telephone message came from New York from Mr. Franklin to my office.

Senator SMITH. What time?

Mr. NEALE. Between 11 and 12 o'clock, I am informed. I myself did not receive the message personally. Some one in my office took it down.

Senator SMITH. And upon receipt of that message you wrote the letter of which this is a copy?

Mr. NEALE. Yes, sir; at least, some one in my office wrote the letter, and I signed it.

Senator SMITH. Asking him to arrange for the landing of their passengers at Halifax, and to secure their release as promptly as possible?

Mr. NEALE. Yes, sir.

Senator SMITH. You gave certain figures in that letter. Are these accurate figures?

Mr. NEALE. I take it so, sir. That letter was not prepared by me personally, but was prepared by one of my associates.

Senator SMITH. This is a statement in the letter:

There are on board about 325 first, 285 second, and 710 third class passengers. We estimate that about 80 per cent of the second and third class and about 10 per cent of the first-class passengers are aliens.

Mr. NEALE. Those are the figures that came to us from New York.

Senator SMITH. Is there any objection to including this letter in our record?

Mr. NEALE. Not the slightest.

Senator SMITH. I am very much obliged.

The letter referred to is here printed in full as follows:

[American Line, Dominion Line, Atlantic Transport Line, Leyland Line, Red Star Line, White Star Line. S. C. Neale, counsel.]

INTERNATIONAL MERCANTILE MARINE CO.,  
1306 F STREET NW.,  
Washington, D. C., April 15, 1912.

COMMISSIONER GENERAL OF IMMIGRATION,  
Department of Commerce and Labor, Washington, D. C.

SIR: Owing to the accident to the steamship *Titanic*, it is probable that her passengers will be landed at Halifax.

The company will arrange to bring the great majority of the passengers to New York, but some may be desirous of proceeding to Western States via Montreal. Therefore, the company is very anxious to have the department make some special arrangements for passing all the passengers destined to the United States at Halifax. This would be a very great accommodation to all the passengers under the circumstances and would be greatly appreciated by the company.

There are on board about 325 first, 285 second, and 710 third class passengers. We estimate that about 80 per cent of the second and third class and about 10 per cent of the first class passengers are aliens.

We trust that in view of the unfortunate circumstances which prompt this request the department will see its way clear to extend such special facilities as are necessary to make this possible.

Respectfully, yours,

S. C. NEALE, Counsel.

**TESTIMONY OF MR. ARCHIBALD GRACIE.**

The witness was sworn by the chairman.

Senator SMITH. Give us your full name and address.

Mr. GRACIE. Archibald Gracie, 1527 Sixteenth Street NW., Washington, D. C.

Senator SMITH. And your business?

Mr. GRACIE. Historian.

Senator SMITH. Colonel, you were one of the passengers on the ill-fated *Titanic*. Will you kindly, as succinctly and as tersely as possible, in your own way, trace the principal events leading up to the sinking of that ship on Sunday night, April 14?

Mr. GRACIE. Do you want me to tell everything of my own knowledge, specifying in each case where it is outside of my own knowledge?

Senator SMITH. We are particularly anxious for such information as bears upon the completeness of the ship, upon her management as you observed it, upon her equipment so far as you are able to testify to it, and the conduct of her officers and crew.

Mr. GRACIE. I was awakened in my stateroom at 12 o'clock. The time, 12 o'clock, was noted on my watch, which was on my dresser, which I looked at promptly when I got up. At the same time, almost instantly, I heard the blowing off of steam, and the ship's machinery seemed to stop.

It was so slight I could not be positive of it. All through the voyage the machinery did not manifest itself at all from my position in my stateroom, so perfect was the boat. I looked out of the door of my stateroom, glanced up and down the passageway to see if there was any commotion, and I did not see anybody nor hear anybody moving at all; but I did not like the sound of it, so I thought I would partially dress myself, which I did, and went on deck.

I went on what they call the A deck. Presently some passengers gathered around. We looked over the sides of the ship to see whether there was any indication of what had caused this noise. I soon learned from friends around that an iceberg had struck us.

Presently along came a gentleman, described by Mr. Stengel here, who had ice in his hands. Some of this ice was handed to us with the statement that we had better take this home for souvenirs. Nobody had any fear at that time at all. I looked on deck outside to see if there was any indication of a list. I could not distinguish any. At that time I joined my friend, Mr. Clint Smith, and he and I in the cabin did notice a list, but thought it best not to say anything about it for fear of creating some commotion. Then we agreed to stick by each other through thick and thin if anything occurred, and to meet later on. He went to his cabin and I went to mine. In my cabin I packed my three bags very hurriedly. I thought if we were going to be removed to some other ship it would be easy for the steward to get my luggage out.

As I went up on deck the next time I saw Mr. Ismay with one of the officers. He looked very self contained, as though he was not fearful of anything, and that gave encouragement to my thought that perhaps the disaster was not anything particularly serious.

Presently I noticed that women and men had life preservers on, and under protest, as I thought it was rather previous, my steward

put a life preserver around myself and I went up on deck, on the A deck. Here I saw a number of people, among others some ladies whom I had told when I first came on the ship at Southampton that I hoped they would let me do anything I could for them during the voyage. These ladies were Mrs. E. D. Appleton, Mrs. Cornell, and Mrs. Browne, the publisher's wife, of Boston, and Miss Evans. They were somewhat disturbed, of course. I reassured them and pointed out to them the lights of what I thought was a ship or steamer in the distance.

Mr. Astor came up and he leaned over the side of the deck, which was an inclosed deck, and there were windows and the glass could be let down. I pointed toward the bow, and there were distinctly seen these lights—or a light, rather one single light. It did not seem to be a star, and that is what we all thought it was, the light of some steamer.

Senator SMITH. How far away.

Mr. GRACIE. I could not judge, only by what they told me. I should say it could not have been more than 6 miles away.

Senator SMITH. Was it ahead?

Mr. GRACIE. Ahead toward the bow, because I had to lean over, and here was this lifeboat down by the side at that time, and I pointed right ahead and showed Mr. Astor so he could see, and he had to lean away over.

Some time elapsed, I should say from three-quarters of an hour to an hour before we were ordered to the boats. Then a young English officer of the ship, a tall thin chap, whose name was Murphy—I think it was Officer Murphy——

Senator FLETCHER. Murdock?

Mr. GRACIE. No; not Murdock. Murphy, I think it was. He was the sixth officer, or something of that sort.

Senator SMITH. Moody, was it not?

Mr. GRACIE. Moody was his name. He said, “No man beyond this line.” Then the women went beyond that line. I saw that these four ladies, with whose safety I considered myself intrusted, went beyond that line to get amidships on this deck, which was A deck. Then I saw Mr. Straus and Mrs. Straus, of whom I had seen a great deal during the voyage. I had heard them discussing that if they were going to die they would die together. We tried to persuade Mrs. Straus to go alone, without her husband, and she said no. Then we wanted to make an exception of the husband, too, because he was an elderly man, and he said no, he would share his fate with the rest of the men, and that he would not go beyond. So I left them there.

Just prior to this time I had passed through A deck, or perhaps it was about this same time. Just about the time we were ordered to take the boats, I passed through the A deck, going from the stern toward the bow. I saw four gentlemen all alone in the smoking room, whom I recognized as Mr. Millet, Mr. Moore, and Mr. Butt, and a fourth gentleman was there with them whom I did not know, but who I afterwards ascertained to have been Mr. Ryerson. They seemed to be absolutely intent upon what they were doing, and disregarding anything about what was going on on the decks outside.

Then I found my friend Smith, and on deck A, on the bow side, we worked together under the second officer in loading and helping the women and babies and children aboard the different boats. I think we loaded about two boats there.



This was on the inclosed deck.

Senator SMITH. On which side did you say, Colonel?

Mr. GRACIE. This was the port side.

The only incident I remember in particular at this point is when Mrs. Astor was put in the boat. She was lifted up through the window, and her husband helped her on the other side, and when she got in, her husband was on one side of this window and I was on the other side, at the next window. I heard Mr. Astor ask the second officer whether he would not be allowed to go aboard this boat to protect his wife. He said, “No, sir; no man is allowed on this boat or any of the boats until the ladies are off.” Mr. Astor then said, “Well, tell me what is the number of this boat so I may find her afterwards,” or words to that effect.

The answer came back, “No. 4.”

The next scene was on the deck above.

Senator SMITH. Was there a special reason why Mr. Astor asked to get into that boat with his wife?

Mr. GRACIE. Yes; I think it was on account of the condition of his wife. If that had been explained to the second officer, possibly he might have been allowed to get in that boat.

Senator SMITH. But that was the reason he gave?

Mr. GRACIE. The second officer did not know that it was Mr. Astor at all. He did not know. I believe he told me that he testified before this committee to the effect that he did not know Mr. Astor, and when I recalled the circumstance to him and the conversation that passed between them he said, “Oh, is that the man?” He said, “Was that Mr. Astor.” That was the conversation that took place.

Then we went to the boat deck, which was the deck above. There were no men allowed in the boats that were loaded below, not one, except the crews necessary to man the boats. On the deck above we loaded about two boats, at least two boats. That deck was above deck A, at the bow on the port side. When we were loading the last boat, just a short time before it was fully loaded, a palpable list toward the port side began, and the officer called out, “All passengers to the starboard side,” and Smith and myself went to the starboard side, still at the bow of the ship. Prior to our going to the starboard side we had rushed up and down in the vicinity of the bow, calling out, “Any more ladies? Any more ladies?” Then we went to the starboard side. On the starboard side, to my surprise, I found there were ladies still there, and Mrs. Browne and Miss Evans particularly, the ones whom I supposed had been loaded into a boat from A deck, below, about three-quarters of an hour before. There I saw also Mr. George Widener and Mr. John B. Thayer. I speak of them particularly, because I knew them, and of course, Mr. Clint Smith was there with me, too.

As to what happened on the other side during our departure, the information I was given by the second officer was that some of the steerage passengers tried to rush the boat, and he fired off a pistol to make them get out, and they did get out.

Senator SMITH. Who fired that pistol?

Mr. GRACIE. Lightoller. That is what he told me. He is the second officer.

Senator SMITH. Are you sure it was not Murdock?

Mr. GRACIE. I am sure it was not Murdock.



Senator SMITH. Or Lowe?

Mr. GRACIE. I am sure it was not. That is what Mr. Lightoller himself told me. I did not hear the pistol. That is what I was told by Lightoller himself. That is all hearsay, Senator.

I want to say that there was nothing but the most heroic conduct on the part of all men and women at that time, where I was at the bow on the port side. There was no man who asked to get in a boat, with the single exception that I have already mentioned. No woman even sobbed or wrung her hands, and everything appeared perfectly orderly. Lightoller was splendid in his conduct with the crew, and the crew did their duty. It seemed to me it was rather a little bit more difficult than it should have been to launch the boats alongside the ship. I do not know the cause of that. I do not know whether it was on account of the newness of it all, the painting, or something of that sort. I know I had to use my muscle as best I could in trying to push those boats so as to get them over the gunwale.

Senator SMITH. You refer now to the tackle?

Mr. GRACIE. I refer to the port bow, at the side.

Senator SMITH. Do you refer now to the tackle or to the davits or to any particular part of the mechanism?

Mr. GRACIE. No; I do not. I refer to it in a general way, as to there being difficulty at that point in that way, in trying to lift them and push them over the gunwale.

The crew seemed to resent my working with them, but they were very glad when I worked with them later on. Every opportunity I got to help, I helped.

When I arrived on the other side, as I have said, there were these women, and of a sudden I heard the cry that there was room for more women on the port side; so I grabbed by the arm these two ladies, Miss Evans and Mrs. Browne, and conducted them to the port side. But I did not get but half way—that is, directly at the bow—when the crew made what you might call a dead line, and said, “No men are allowed beyond this line.” So I let the ladies go beyond, and then about six ladies followed after the two that I had particular charge of.

From Mrs. Browne I learned what happened thereafter; that she was after Miss Evans, and Miss Evans could have gotten over first, and could possibly have been pulled into the boat and gotten away; but she sacrificed her own life in order that Mrs. Browne might go first. Mrs. Browne was able to board the boat; but this young lady I think must have collapsed and lost her nerve, and could not climb over the gunwale in order to get in. If there had been some man there to help her, she possibly would have been saved.

Senator SMITH. Describe this gunwale, as you call it?

Mr. GRACIE. This gunwale is the side of the deck which prevents people from falling into the sea.

Senator SMITH. A rail?

Mr. GRACIE. The rail, yes.

Senator SMITH. How high from the deck?

Mr. GRACIE. I should think it was about 3 feet or 3½ feet high from the deck.

Senator SMITH. And it was of wood?

Mr. GRACIE. It was of wood.

Senator SMITH. Was there more than one rail on it.

Mr. GRACIE. There was this one rail that was about so thick [indicating] on the top.

Senator SMITH. What else was there between there and the floor of the deck?

Mr. GRACIE. Between there and the floor was part of the ship that was underneath.

Senator SMITH. But would it have been possible to crawl under that rail?

Mr. GRACIE. Oh, no; no, indeed. There was no open space underneath the rail. It was solid.

Meanwhile the crew were trying to launch a boat, a collapsible canvas boat, as they call it, that was on the hurricane deck, or the bridge deck. This was let down from the bridge deck, and we tried to slide it along those oars that they put in there for that purpose. There was no other boat at that time being lowered from the deck davits.

Finally this boat came down on the deck. I do not know whether it was injured or not by the fall, but we were afraid that it had been injured.

I may say that before this happened one of the men on the deck, when loosening this boat from the hurricane deck, called out, “Is there any passenger who has a knife?” I said I had my penknife, if that would do, and I passed that up. For just what purpose it was used I do not know. It struck me as rather peculiar that they should find the want of some tool for the purposes for which it was intended.

Senator SMITH. How long after this did the boat go down?

Mr. GRACIE. Soon after that the water came up on the boat deck. We saw it and heard it. I had not noticed in the meantime that we were gradually sinking. I was engaged all the time in working, as I say, at those davits, trying to work on the falls to let this boat down. Mr. Smith and myself thought then that there was no more chance for us there, there were so many people at that particular point, so we decided to go toward the stern, still on the starboard side, and as we were going toward the stern, to our surprise and consternation, up came from the decks below a mass of humanity, men and women—and we had thought that all the women were already loaded into the boats. The water was then right by us, and we tried to jump, Mr. Smith and myself did. We were in a sort of cul-de-sac which was formed by the cabin and the bridge, the structure that is right on the boat deck. We were right in this cul-de-sac. I have a diagram here which may explain the position better. The top of the page is the bow [indicating on diagram], and on the right, or on the starboard side, is where this last boat that I speak of was, where the first officer, Murdock, was at work trying to launch the boat. I would like to point out to you there my position with Mr. Smith. I will put a star there on the diagram and then you can see it better [marking on diagram]. It was where that star is, where I put that cross. That is the port side and this is the starboard side, and this is the structure that was on the boat deck, and this is the top of the hurricane deck or the bridge deck, where the funnels came down to the top and where I was was right where that cross is [indicating on diagram].

Senator SMITH. What occurred there?

Mr. GRACIE. Mr. Smith jumped to try to reach the deck. I jumped also. We were unsuccessful. Then the wave came and struck us,

the water came and struck us, and then I rose as I would rise in bathing in the surf, and I gave a jump with the water, which took me right on the hurricane deck, and around that was an iron railing, and I grabbed that iron railing and held tight to it; and I looked around, and the same wave which saved me engulfed everybody around me. I turned to the right and to the left and looked. Mr. Smith was not there, and I could not see any of this vast mass of humanity. They had all disappeared. Officer Lightoller tells me that at that same time he was on the bridge deck, where I have marked it “L,” and that the first officer, Murdock, was about 15 feet away, where you see that boat near the davits there. That boat, I understand, was thrown overboard.

Senator BURTON. What do you say became of that boat?

Mr. GRACIE. It was thrown overboard.

Senator FLETCHER. It was never launched?

Mr. GRACIE. It was never launched; no, sir.

Senator SMITH. That is not the boat that was taken from the top of the officers' quarters, the collapsible?

Mr. GRACIE. There were two; one on the port side and this one on the starboard side. This knife which was called for may have been wanted for the boat on the other side, on the bridge deck there. I heard that they called for two knives. There is where the officers' quarters were, possibly.

Senator SMITH. So far as you know, was this boat to which you have referred put to any use that night?

Mr. GRACIE. Yes.

Senator SMITH. Describe it.

Mr. GRACIE. That is the boat that I came to when I came up from below. I was taken down with the ship, and hanging on to that railing, but I soon let go. I felt myself whirled around, swam under water, fearful that the hot water that came up from the boilers might boil me up—and the second officer told me that he had the same feeling—swam it seemed to me with unusual strength, and succeeded finally in reaching the surface and in getting a good distance away from the ship.

Senator SMITH. How far away?

Mr. GRACIE. I could not say, because I could not see the ship. When I came up to the surface there was no ship there. The ship would then have been behind me, and all around me was wreckage. I saw what seemed to be bodies all around. Do you want me to go through the harrowing details?

Senator SMITH. No; I am not particular about that. I would like to know specifically whether, while this ship was sinking, and you were in close proximity to it, you noticed any special suction?

Mr. GRACIE. No; I noticed no suction, and I did not go down so far as that it would affect my nose or my ears. My great concern was to keep my breath, which I was able to do, and being able to do that was what I think saved me.

Senator SMITH. Was the water cold?

Mr. GRACIE. I did not notice any coldness of the water at that time. I was too much preoccupied in getting away.

Senator SMITH. Did it have any bad effect on you?

Mr. GRACIE. No, not then, but afterwards, on the raft. I was on the raft, which I will speak of, all night; and I did not notice how cold

the water was until I got on the raft. There was a sort of gulp, as if something had occurred, behind me, and I suppose that was where the water was closing up, where the ship had gone down; but the surface of the water was perfectly still, and there were, I say, this wreckage and these bodies, and there were the horrible sounds of drowning people and people gasping for breath.

While collecting the wreckage together I got on a big wooden crate, some sort of wooden crate, or wood of that sort. I saw an upturned boat, and I struck out for that boat, and there I saw what I supposed were members of the crew on this upset boat. I grabbed the arm of one of them and pulled myself up on this boat.

Senator SMITH. Did anybody resist you at all?

Mr. GRACIE. What is that?

Senator SMITH. Was there any resistance offered?

Mr. GRACIE. Oh, no; none whatever. I was among the first. I suppose the boat was then about half full.

Senator SMITH. How many were on it?

Mr. GRACIE. I suppose there must have been between 15 and 20.

Senator SMITH. Was Officer Lightoller on it?

Mr. GRACIE. Yes; Officer Lightoller was on that same boat.

Senator SMITH. At that time?

Mr. GRACIE. At that same time. Then I came up to the surface and was told by Lightoller what had occurred. One of the funnels fell from the steamer, and was falling toward him, but when it was going to strike him, young Mr. Thayer, who was also on the same boat, said that it splashed near him, within 15 yards, he said, and it splashed him toward this raft. We climbed on this raft. There was one man who was in front, with an oar, and another man in the stern with what I think was a piece of a board, propelling the boat along. Then we loaded the raft, as we now call it, with as many as it would contain, until she became under water, until we could take no more, because the water was up to our waists.

Senator SMITH. Just one moment. That was while you were on the bottom of the overturned boat?

Mr. GRACIE. Of the overturned boat; yes, sir.

Senator SMITH. Was that a collapsible?

Mr. GRACIE. That was a collapsible canvas boat.

Senator SMITH. What was the bottom, oval or flat?

Mr. GRACIE. The top was irregular, and about 3½ feet wide, I should say. It was like a canoe—distinct, therefore, from the lifeboats—and it was about, I should say, between 25 and 30 feet long.

Senator SMITH. Were you standing on top of this overturned boat?

Mr. GRACIE. Not at first. We did not stand on it until just before sun up. Our concern now was to get out of the wreckage and to get away from the swimmers in the water before they tried to get on the boat, and all of us would be lost. You do not want the details of that, nor the horrors of it? That does not concern you.

Senator SMITH. No; that does not concern us much. I will change that. That will not be helpful to us in our deliberations.

Mr. GRACIE. We were taken through the wreckage and away from the screams of the drowning people, and we were on the lookout then in every direction for lights and ships to come to our rescue, hallooing all the time “Boat ahoy,” or “Ship ahoy,” our spirits kept up all

the time by what we thought were steamship lights and boat lights; but I think most of those lights we saw were the lights of the lifeboats of the *Titanic*, particularly one that was steering ahead of us, with green lights, and throwing up rockets, I think, or making lights every little while—not rockets, but making a light. I do not know what kind of light they had, but it was a green light that was every little while conspicuous from some lifeboat directly ahead of us.

Senator SMITH. There were no explosions of any kind from that lifeboat?

Mr. GRACIE. Which lifeboat, the lifeboat we saw ahead?

Senator SMITH. The one with the green light. Was the green light the only light you saw?

Mr. GRACIE. No; the only light that was right straight ahead of us; and then right to the port side we finally did see the lights of a ship, and that was finally the *Carpathia*, and the Marconi man who was on the raft said he thought this was the *Carpathia*, because he had conversed with the operator on the *Carpathia*. That was the nearest ship, he thought, to us at the time. We had to keep the equilibrium of the boat all night long, from half past 2. I say half past 2: I might say from 2.22, because my watch, that I spoke of before, when I looked at it afterwards on the *Carpathia*, had stopped, and the time indicated was 2.22. So that would indicate the time between the collision and the time that I went down with the ship. We stood upon this collapsible boat in the early morn, just before dawn, so that we might be seen the better, and also, it was not quite so cold, although our feet were in the water. Then, as the sun came up, a welcome sight was the four lifeboats of the *Titanic* on our starboard side. Lightoller blew his whistle and ordered them to come over and take us off of our upset boat. “Aye, aye, sir,” they replied, and immediately turned toward us, and two boats came right up close and then began the difficult task of a transfer, and some were loaded. We got on the nearest lifeboat, the bow of this, and some went on this one and some went on the one adjoining. The complement of the lifeboat I was on was filled up to 65.

Senator SMITH. How many women were there?

Mr. GRACIE. There were a considerable number of women; possibly half the number were women.

Senator SMITH. What was the number of that boat, do you know?

Mr. GRACIE. I do not. I tried to find out what the number of that boat was, but I did not find out what number it was.

Senator SMITH. On your way to the *Carpathia* did you see any ice or icebergs?

Mr. GRACIE. Away off in the distance we saw these icebergs, in the direction from which we had come during the night, and toward the port side. We were transferred successfully from the raft. The second officer stayed until the last, lifting up the body of one of the crew and putting it right down by me, where I chafed his temples and his wrists to see whether there was any life in him. Then rigor mortis set in and I thought the man was dead, and there was no more use trying to resuscitate him. Then it seemed an interminable time before we got to the *Carpathia*, the boat I was in towing another boat behind, and after two hours, possibly, we finally reached the *Carpathia*, and the women were put in these seats and lifted up to the deck.



I got hold of one of the ladders that was hanging down the side and I ran up that ladder.

Senator SMITH. Do you know any of the women in your lifeboat by name?

Mr. GRACIE. No; I do not. There was a splendid Frenchwoman, who was very kind to us, who loaned us one of her blankets to put over our heads—that is, four of us. One poor Englishman, who was the only other passenger besides Mr. Thayer and myself who was saved on this raft—he was bald, and for that reason he needed this protection, which was very grateful to him. It was very grateful to me, too. The people on the *Carpathia* received us with open arms, and provided us with hot comforts, and acted as ministering angels.

Senator SMITH. Is that all?

Mr. GRACIE. I have here some pictures that were taken by a cousin of mine on the *Carpathia*, who had a very good camera, which will show you the lifeboats, or some of them, as they arrived on the *Carpathia*. I hand these to you, with the distinct understanding that they are to be returned to me immediately, if that is agreeable to you.

Senator SMITH. We are greatly obliged to you for your courtesy in responding to the committee's wish.

Senator FLETCHER. You did not state where your stateroom was?

Mr. GRACIE. My stateroom was on C deck; No. 51.

Senator FLETCHER. Did you yourself notice any air ports open?

Mr. GRACIE. No.

Senator FLETCHER. Do you know they were closed?

Mr. GRACIE. I could not give you any information on that point, because I did not go down to any lower deck than C deck.

Senator FLETCHER. You say there were two collapsible boats that were never launched?

Mr. GRACIE. They were thrown overboard from the hurricane deck, at the bow.

Senator FLETCHER. Was nobody in them?

Mr. GRACIE. There was nobody in them.

Senator FLETCHER. One on each side?

Mr. GRACIE. One on each side. If you want those pictures explained, I can explain them for you. On the back of them you can see what they represent.

Senator SMITH. How many men were on top of this overturned collapsible boat when the relief lifeboat came alongside?

Mr. GRACIE. About 30; I know that, because the second officer called out, “How many are there aboard here?” The reply came back, “Thirty.” Of my own knowledge I know there were 8 in front of me, and my own 2 made 10. We were in column of twos.

Senator SMITH. Were there any women on it?

Mr. GRACIE. There were no women on this boat, and we had to keep the equilibrium while standing up all the time. If one of us had fallen, we would have fallen to our knees, and then to the water, and that would have been the end of us.

Senator BURTON. You say you were awakened about 12 o'clock?

Mr. GRACIE. Yes, sir.

Senator BURTON. By whom?

Mr. GRACIE. I was awakened by the noise.

Senator BURTON. You were not awakened by any steward or any employee on board the boat?



Mr. GRACIE. No, sir.

Senator BURTON. I believe Senator Smith has asked the other question I intended to ask, as to how many people there were on the collapsible, and you said about 30?

Mr. GRACIE. About 30; 27 of the crew and 3 passengers.

Senator SMITH. We are very much obliged to you. That is all. Your pictures are here with Senator Fletcher.

### TESTIMONY OF MRS. HELEN W. BISHOP.

The witness was sworn by the chairman.

Senator SMITH. What is your full name?

Mrs. BISHOP. Mrs. Helen W. Bishop.

Senator SMITH. And what is your address?

Mrs. BISHOP. Dowagiac, Mich.

Senator SMITH. You were on board the *Titanic* on this ill-fated voyage?

Mrs. BISHOP. Yes.

Senator SMITH. Did anything in particular occur to attract your attention to the ship or any special feature of the ship while you were en route from Southampton to the place of this accident?

Mrs. BISHOP. We thought of nothing at all except the luxury of the ship; how wonderful it was.

Senator SMITH. I wish you would tell the committee what you did after learning of this accident.

Mrs. BISHOP. My husband awakened me at about a quarter of 12 and told me that the boat had struck something. We both dressed and went up on deck, looked around, and could find nothing. We noticed the intense cold; in fact, we had noticed that about 11 o'clock that night. It was uncomfortably cold in the lounge. We looked all over the deck; walked up and down a couple of times, and one of the stewards met us and laughed at us. He said, "You go back downstairs. There is nothing to be afraid of. We have only struck a little piece of ice and passed it." So we returned to our stateroom and retired. About 15 minutes later we were awakened by a man who had a stateroom near us. We were on B deck, No. 47. He told us to come upstairs. So we dressed again thoroughly and looked over all our belongings in our room and went upstairs. After being there about 5 or 10 minutes one of the men we were with ran up and spoke to the captain, who was just then coming down the stairs.

Senator SMITH. Who was the man?

Mrs. BISHOP. Mr. Astor.

Senator SMITH. Col. Astor?

Mrs. BISHOP. Yes. The captain told him something in an undertone. He came back and told six of us, who were standing with his wife, that we had better put on our life belts. I had gotten down two flights of stairs to tell my husband, who had returned to the stateroom for a moment, before I heard the captain announce that the life belts should be put on. That was about three or four minutes later that the captain announced the life belts should be put on. We came back upstairs and found very few people up.

Senator SMITH. When you say upstairs, which deck do you mean?

Mrs. BISHOP. We were on B deck, and we came back up to A deck. There was very little confusion; only the older women were a little

frightened. They were up, partially dressed. So I sent a number of them back and saw that they were thoroughly dressed before they came up again. Then we went up onto the boat deck on the starboard side. We looked around, and there were so very few people up there that my husband and I went to the port side to see if there was anyone there. There were only two people, a young French bride and groom, on that side of the boat, and they followed us immediately to the starboard side. By that time an old man had come upstairs and found Mr. and Mrs. Harder, of New York. He brought us all together and told us to be sure and stay together; that he would be back in a moment. We never saw him again. About five minutes later the boats were lowered, and we were pushed in. At the time our lifeboat was lowered I had no idea that it was time to get off.

Senator SMITH. Tell me which lifeboat you refer to?

Mrs. BISHOP. The first lifeboat that was taken off the *Titanic* on the starboard side. I think it was No. 7. Officer Lowe told us that.

Senator SMITH. All right. Proceed.

Mrs. BISHOP. We had no idea that it was time to get off, but the officer took my arm and told me to be very quiet and get in immediately. They put the families in the first two boats. My husband was pushed in with me, and we were lowered away with 28 people in the boat.

Senator SMITH. Was that a large lifeboat?

Mrs. BISHOP. Yes; it was a wooden lifeboat.

Senator SMITH. And there were 28 people in it?

Mrs. BISHOP. Yes. We counted off after we reached the water.

Senator SMITH. How many women were there?

Mrs. BISHOP. There were only about 12 women.

Senator SMITH. And the rest were——

Mrs. BISHOP (interposing). Were men.

Senator SMITH. Yes; but I want to divide the rest into two classes, the crew and the passengers.

Mrs. BISHOP. There were three of the crew. The rest of them were passengers. We had no officer in our boat.

Senator SMITH. Three of the crew?

Mrs. BISHOP. Three of the crew.

Senator SMITH. And 13 passengers?

Mrs. BISHOP. Thirteen passengers; yes. Among those there were several unmarried men in our boat, I noticed, and three or four foreigners in our boat. After we had been out in the water about 15 minutes—the *Titanic* had not yet sunk—five boats were gathered together, and five people were put into our boat from another one, making 33 people in our boat.

Senator SMITH. Do you know from what boat these persons were transferred to your boat?

Mrs. BISHOP. No; I can not say. The man in charge was an officer with a mustache. I have never seen him since.

Senator SMITH. Did the boat from which these people were transferred seem to have more people than yours?

Mrs. BISHOP. Yes, sir; they had 38, I believe, or 37, or something like that.

Senator SMITH. Do you remember the number of the boat?

Mrs. BISHOP. No; I do not.

Senator SMITH. Go ahead.

Mrs. BISHOP. We had been rowing for some time when the other people were transferred into our boat. Then we rowed still farther away, as the women were nervous about the suction. We waited out in the water perhaps three-quarters of an hour after we had rowed this distance when we saw the *Titanic* sink. For some time after that we were separated from all of the boats except one; that tied to us and stayed with us. We found we had no compass, no light, and I do not know about the crackers or water; but we had no compass and no light. We were out there until just before daylight, I think it was, when we saw the lights of the *Carpathia* and rowed as hard as we could and arrived at the *Carpathia* 5 or 10 minutes after 5 o'clock in the morning.

Senator SMITH. I suppose your experience was the same as that of the others as to the presence of ice and your proximity to icebergs?

Mrs. BISHOP. Yes; we saw a number of icebergs.

Senator SMITH. Is there anything else you care to say which will throw any light upon our inquiry as to the causes of this catastrophe or the conduct of the officers and crew of the *Titanic*?

Mrs. BISHOP. The conduct of the crew, as far as I could see, was absolutely beyond criticism. It was perfect. The men in our boat were wonderful. One man lost his brother. When the *Titanic* was going down I remember he just put his hand over his face; and immediately after she sank he did the best he could to keep the women feeling cheerful all the rest of the time. We all thought a great deal of that man.

Senator SMITH. What was his name?

Mrs. BISHOP. I do not know. He was on the lookout immediately after the boat had struck.

Senator SMITH. Was it Fleet?

Mrs. BISHOP. No; it was not.

Senator SMITH. Was it Lee?

Mrs. BISHOP. I do not think I ever heard his name. I know the name of one man in the boat was Jack Edmunds; I think it was.

Senator SMITH. That was this lookout?

Mrs. BISHOP. No; the man at the other end. They were great friends, I remember.

Senator SMITH. Is there anything else you care to say?

Mrs. BISHOP. No; that is all.

Senator SMITH. Very well; you may be excused.

Witness excused.

### TESTIMONY OF DICKINSON H. BISHOP.

The witness was sworn by Senator Smith.

Senator SMITH. Will you state your full name?

Mr. BISHOP. Dickinson H. Bishop.

Senator SMITH. And your residence?

Mr. BISHOP. Dowagiac, Mich.

Senator SMITH. What is your business?

Mr. BISHOP. The manufacturing business.

Senator SMITH. What is your age?

Mr. BISHOP. Twenty-five.

Senator SMITH. Mr. Bishop, can you add anything to the statement Mrs. Bishop has made?

Mr. BISHOP. I do not think I can.

Senator SMITH. Is there any information beyond that which she has given which will throw any light or contribute to our investigation?

Mr. BISHOP. There is one thing, in regard to the water-tight compartments on E deck.

Senator SMITH. You may state it.

Mr. BISHOP. It has to do with the mechanical closing of them. Some way or other, it had a brass plate in the deck, and from what I know—I do not know from my own observation, but only from what I have heard from some other people I knew on the boat—immediately after the accident they saw the members of the crew trying to do something to these holes in the deck with a key such as they use in the shut-offs to the water system in cities, and placing the key down there, they failed to turn the one on that side, and they immediately went to the other side and could not close that. They said, “There is no use; we will try the other side.” What it was or how serious it was I do not know.

Senator SMITH. Did you notice any other defects of any kind?

Mr. BISHOP. Not any.

Leaving the boat as soon as we did, we had very little opportunity to observe what happened on the deck after the first lifeboat left.

Senator SMITH. This plate to which you have referred was in the floor of E deck?

Mr. BISHOP. In one of the passageways.

Senator SMITH. In the floor?

Mr. BISHOP. Yes.

Senator SMITH. On E deck?

Mr. BISHOP. As I understand it, yes, sir; or else on the wall.

Senator SMITH. You say the crew could not turn this bolt or——

Mr. BISHOP. Whatever it was; the shut-off.

Senator SMITH. And what did they do when they found it could not be turned?

Mr. BISHOP. One of the members of the crew, who was engaged in trying to turn this, said to the other one, “It is no use; we will try the other side.”

Senator SMITH. What member of the crew was that, if you know?

Mr. BISHOP. I could not answer that correctly. I do not know. As I said, my information came through other people, passengers.

Senator SMITH. From what you saw of that, do you know whether this had to do in any way with the efficiency of the water-tight compartments?

Mr. BISHOP. Only in that the plates were marked——

Senator SMITH (interposing). “W”?

Mr. BISHOP. With “W. T.” or “W. T. C.” The letters “W. T.” I remember particularly.

Senator SMITH. How long were the members of the crew trying to turn this plate or bolt?

Mr. BISHOP. I do not know.

Senator SMITH. Do you know the name of the person who saw the attempt made?

Mr. BISHOP. Mr. Hardy.

Senator SMITH. What are his initials?

Mr. BISHOP. George A.

Senator SMITH. And what is his address? Is it the Grosvenor, 27 Fifth Avenue, New York?

Mr. BISHOP. That is correct.

Senator SMITH. Who told you to get into the lifeboat?

Mr. BISHOP. One of the officers in charge of the lowering; which one, I could not tell. There was some confusion there at the time, and I did not pay much attention. There was an officer stationed at the side of the lifeboat, and as my wife got in I followed immediately, and he helped me into the boat, or rather indicated, and I fell into the boat.

Senator SMITH. Did Mrs. Astor get in the same lifeboat?

Mr. BISHOP. No; she did not. I did not see Mrs. Astor except on the A deck earlier in the evening.

Senator SMITH. What time?

Mr. BISHOP. Just before the order to put on the life belts.

Senator SMITH. After the collision?

Mr. BISHOP. After the collision.

Senator SMITH. Did you see Col. Astor about that time?

Mr. BISHOP. I did not.

Senator SMITH. Do you know in which boat Mrs. Astor left the *Titanic*?

Mr. BISHOP. I do not; no.

Senator SMITH. Did you know anything about the people in your lifeboat, except yourselves? Did you know any of them except your wife?

Mr. BISHOP. Yes; the French aviator—they called him “Marshall”—was in our boat. I could not pronounce his name.

Senator SMITH. Anybody else?

Mr. BISHOP. Mr. Greenfield, with his mother, living in New York.

Senator SMITH. Did anyone attempt to get into your lifeboat, either while it was being lowered or after it was in the water?

Mr. BISHOP. There was a little confusion on the deck at that time. No one rushed the boats, at all.

Senator SMITH. How long after the impact was it before the order was given to lower the lifeboats, or clear the lifeboats?

Mr. BISHOP. I did not hear the order given.

Senator SMITH. Did you hear anyone give any warning, or did you hear any alarm given to waken the passengers after the impact?

Mr. BISHOP. I did not hear any alarm. The alarm we had was from another passenger, a friend of ours on the ship.

Senator SMITH. What was his name?

Mr. BISHOP. Mr. Stewart. He was lost.

Senator SMITH. Do you remember his first name?

Mr. BISHOP. His initials were “A. A.” Mr. A. A. Stewart, of New York.

Senator SMITH. And he did not survive?

Mr. BISHOP. He did not.

Senator SMITH. Did anyone attempt to get out of your lifeboat after it reached the water?

Mr. BISHOP. No.

Senator SMITH. Do you agree with your wife that there were 28 people in your lifeboat?

Mr. BISHOP. That was what the count was, after we took it.

Senator SMITH. Did you count them?

Mr. BISHOP. Each passenger was supposed to have counted one number, starting in the bow and going back.

Senator SMITH. That is, they started with one to count, and it ran up to 28?

Mr. BISHOP. Yes, sir; but there were some I know who were missed, and there is a possibility of there having been more people in that boat at the time. It was very difficult to take the number correctly on account of the scattered position of the passengers.

Senator SMITH. Were there any children in that boat?

Mr. BISHOP. There was a woman with her baby transferred from another lifeboat, I think.

Senator SMITH. That is, after you reached the water?

Mr. BISHOP. After the *Titanic* had sunk.

Senator SMITH. After the sinking?

Mr. BISHOP. Yes, sir.

Senator SMITH. Can you tell how long it was after you left the side of the *Titanic* before she sank?

Mr. BISHOP. I can not tell, exactly. I imagine the time the boat was lowered was about a quarter to 1, and the only information I have as to the time of the sinking comes through the reports, that it was probably in the neighborhood of 20 minutes after 2.

Senator SMITH. Do you know, of your own knowledge, that lifeboat No. 7, in which Mrs. Bishop and yourself left the *Titanic*, was the first boat lowered on the starboard side?

Mr. BISHOP. It was. We had been on the boat deck in the neighborhood of 10 minutes, watching them prepare the boats for lowering. At that time there were very few people up on deck, and from the testimony I have heard, and from what I have heard, it seems there were a good many people who did not get onto the boat deck until after they had started lowering the boats.

Senator SMITH. Did you hear any order given by anyone for the men to stand back?

Mr. BISHOP. I heard no such order.

Senator SMITH. “Women first,” or “Women and children first”?

Mr. BISHOP. No.

Senator SMITH. At the time the first lifeboat was lowered, are you willing to say that that order had not been made?

Mr. BISHOP. Absolutely.

Senator SMITH. Of the 13 passengers in your lifeboat, did you say you knew none except your wife?

Mr. BISHOP. I knew a good many of them——

Senator SMITH (interposing). Your wife and this Frenchman?

Mr. BISHOP. I knew other men in there, but I can not recall their names.

I would like to revise that statement I just made, in a way, about the order, “Women first.” I can say positively there was no such order given on the starboard side, near where our boat was lowered. What happened on the port side I knew nothing of, at all.

Senator SMITH. Do you know what officer took charge of loading and lowering the boats on the starboard side?

Mr. BISHOP. Only from what I have heard of the testimony.

Senator SMITH. Was it Mr. Murdock or Mr. Lightoller?

Mr. BISHOP. I could not be sure who it was, from my own observation; only from the testimony here.



Senator SMITH. Did you see the captain there superintending that part of the work, at any time?

Mr. BISHOP. I did not see the captain after the accident.

Senator SMITH. Did you see him before the accident?

Mr. BISHOP. No.

Senator SMITH. I think that is all, Mr. Bishop. We are very much obliged for your kindness in waiting so long.

Witness excused.

Senator SMITH. Mr. Gracie wishes to make a further statement.

#### TESTIMONY OF MR. ARCHIBALD GRACIE—Continued.

Senator SMITH. Col. Gracie, would you like to make some additional statement beyond the one which you have just made?

Mr. GRACIE. Yes, sir; if I might be allowed to do so.

Senator SMITH. Please do so.

Mr. GRACIE. I want to speak of Maj. Butt and Mr. Clarence Moore and Mr. Millet. I testified that they were in the smoking room. I want it understood that the time they were in the smoking room was about 1 o'clock. That was not while the boats were being lowered. I do not know what they did after that, after I saw them, but I did not see them on the upper deck or on the deck at all. That is the last I saw of them.

Senator SMITH. This time that you speak of was after the collision?

Mr. GRACIE. After the collision.

Senator SMITH. And about an hour before the boat sank?

Mr. GRACIE. All of that. It was more than an hour.

Senator SMITH. An hour and 20 minutes?

Mr. GRACIE. Yes, fully that. So that whatever they did after that is not in my testimony at all.

Senator SMITH. You did not see any of them after that?

Mr. GRACIE. I did not see any of them after that. I only mention that fact, because they were perfectly imperturbable, showing their confidence in the ship, that no disaster was going to take place. In fact a great deal of my testimony is given for that purpose, to show how unconcerned everybody was about this serious disaster until the very last.

Senator SMITH. That is all, Col. Gracie.

Witness excused.

Senator SMITH. In view of the statement of my colleagues on the subcommittee that a very important bill will be considered by the full Committee on Commerce to-morrow, we will suspend at this time and stand adjourned until Friday morning at 10 o'clock.

Thereupon, at 4.20 o'clock p. m., April 30, 1912, the subcommittee adjourned until Friday, May 3, 1912, at 10 o'clock a. m.





**“TITANIC” DISASTER**

---

**HEARING**

**BEFORE A**

**SUBCOMMITTEE OF THE  
COMMITTEE ON COMMERCE  
UNITED STATES SENATE**

**SIXTY-SECOND CONGRESS**

**SECOND SESSION**

**PURSUANT TO**

**S. RES. 283**

**DIRECTING THE COMMITTEE ON COMMERCE TO INVESTIGATE THE CAUSES LEADING TO THE WRECK OF THE WHITE STAR LINER “TITANIC”**

---

**PART 12**

---

**Printed for the use of the Committee on Commerce**

---

**SUBCOMMITTEE OF THE COMMITTEE ON COMMERCE.**

**UNITED STATES SENATE.**

**WILLIAM ALDEN SMITH, Michigan, *Chairman*.**

**GEORGE C. PERKINS, California.**

**F. M. SIMMONS, North Carolina.**

**JONATHAN BOURNE, JR., Oregon.**

**FRANCIS G. NEWLANDS, Nevada.**

**THEODORE E. BURTON, Ohio.**

**DUNCAN U. FLETCHER, Florida.**

**W. M. MCKINSTRY, *Clerk*.**

## LIST OF WITNESSES.

---

<b>Eleventh day:</b>	<b>Page.</b>
White, Mrs. J. Stuart.....	1005
Bottomley, John.....	1010
<b>Twelfth day:</b>	
Buckley, Daniel.....	1017
Stone, Melville E.....	1021
Harder, George A.....	1027
Binns, John R.....	1031
Abelseth, Olaus.....	1035
Chambers, Norman Campbell.....	1040
<b>Thirteenth day:</b>	
Dauler, Frederick.....	1044
Bride, Harold S. (recalled).....	1048
Pickard, Berk.....	1051
Balfour, Gilbert William.....	1053





# **“TITANIC” DISASTER.**

---

**THURSDAY, MAY 2, 1912.**

**SUBCOMMITTEE OF THE COMMITTEE ON COMMERCE,  
UNITED STATES SENATE,  
New York, N. Y.**

## **TESTIMONY OF MRS. J. STUART WHITE.**

[Testimony taken separately before Senator William Alden Smith, chairman of the subcommittee.]

The witness was sworn by Senator Smith.

Senator SMITH. Do you make the Waldorf-Astoria your permanent home, Mrs. White?

Mrs. WHITE. My home really is Briarcliffe Lodge; Briarcliff Manor, N. Y. That is my summer home. When I am in New York, I am always here at the Waldorf-Astoria.

Senator SMITH. I want to ask one or two questions, Mrs. White, and let you answer them in your own way. You were a passenger on the *Titanic*?

Mrs. WHITE. Yes.

Senator SMITH. Where did you get aboard the ship?

Mrs. WHITE. At Cherbourg.

Senator SMITH. Where were your apartments on the *Titanic*? What deck were you on?

Mrs. WHITE. We were on deck C.

Senator SMITH. Do you remember the number of the room?

Mrs. WHITE. I do not believe I could tell you with any degree of certainty, at all. Miss Young and my maid could tell you.

Senator SMITH. Miss Young or your maid would know the number of your room?

Mrs. WHITE. Yes. I never went out of my room from the time I went into it. I was never outside of the door until I came off the night of the collision.

Senator SMITH. That was due, I believe, to a little accident that you had on entering the ship?

Mrs. WHITE. Yes, sir.

Senator SMITH. You went directly to your apartment and remained there?

Mrs. WHITE. Yes; I remained in my room until I came out that night. I never took a step from my bed until that night.

Senator SMITH. Were you aroused especially by the impact?

Mrs. WHITE. No; not at all. I was just sitting on the bed, just ready to turn the lights out. It did not seem to me that there was any very great impact at all. It was just as though we went over

about a thousand marbles. There was nothing terrifying about it at all.

Senator SMITH. Were you aroused by any one of the ship's officers or crew?

Mrs. WHITE. No.

Senator SMITH. Do you know whether there was any alarm turned in for the passengers?

Mrs. WHITE. We heard no alarm whatever. We went immediately on deck ourselves.

Senator SMITH. You went on deck?

Mrs. WHITE. We went right up on deck ourselves.

Senator SMITH. On the upper deck?

Mrs. WHITE. Yes, sir.

Senator SMITH. And Miss Young and your maid were with you?

Mrs. WHITE. Yes; and my manservant.

Senator SMITH. What were they doing then?

Mrs. WHITE. Simply all standing around.

Senator SMITH. Was anything being done about the lifeboats?

Mrs. WHITE. No; we were all standing around inside, waiting to know what the result was.

Senator SMITH. The lifeboats had not then been cleared?

Mrs. WHITE. Nothing had been said about the lifeboats in any way, when suddenly Capt. Smith came down the stairway and ordered us all to put on our life preservers, which we did. We stood around for another 20 minutes, then, I should think.

Senator SMITH. Still on that deck?

Mrs. WHITE. No; on deck B.

Senator SMITH. You went down to deck B?

Mrs. WHITE. Yes; he said we must go back again, then, to deck A, which we did, to get into the boats.

Senator SMITH. Where did you enter the lifeboat?

Mrs. WHITE. I entered the lifeboat from the top deck, where the boats were. We had to enter the boat there. There was no other deck to the steamer except the top deck. It was a perfect rat trap. There was no other deck that was open, at all.

Senator SMITH. Do you recollect what boat you entered?

Mrs. WHITE. Boat 8, the second boat off.

Senator SMITH. On which side of the ship?

Mrs. WHITE. I could not tell you. It was the side going this way—the left side, as we were going.

Senator SMITH. That would be the port side?

Mrs. WHITE. Yes. I got in the second boat that was lowered.

Senator SMITH. What officer stood there?

Mrs. WHITE. I could not tell you that; I have no idea.

Senator SMITH. What officer supervised this work?

Mrs. WHITE. I have no idea. I could not even tell whether it was an officer or the captain. I know we were told to get into the boat.

Senator SMITH. Did you have any difficulty in getting into the boat?

Mrs. WHITE. None whatever. They handled me very carefully, because I could hardly step. They lifted me in very carefully and very nicely.

Senator SMITH. How far out from the side of the ship did the lifeboat hang? Were you able to step into it?

Mrs. WHITE. Oh, yes.

Senator SMITH. Or were you passed into it?

Mrs. WHITE. No; we stepped into it. It did not hang far out.

Senator SMITH. Did you see how far out it was?

Mrs. WHITE. No, sir; I have no idea. We got into it very easily. We got into the lifeboat without any inconvenience whatever. As I said, my condition was such that I had to be handled rather carefully, and there was no inconvenience at all.

Senator SMITH. Did you see anything after the accident bearing upon the discipline of the officers or crew, or their conduct, which you desire to speak of?

Mrs. WHITE. Yes; lots about them.

Senator SMITH. Tell me about that.

Mrs. WHITE. For instance, before we cut loose from the ship two of the seamen with us—the men, I should say; I do not call them seamen; I think they were dining-room stewards—before we were cut loose from the ship they took out cigarettes and lighted them; on an occasion like that! That is one thing that we saw. All of those men escaped under the pretense of being oarsmen. The man who rowed me took his oar and rowed all over the boat, in every direction. I said to him, “Why don’t you put the oar in the oarlock?” He said, “Do you put it in that hole?” I said, “Certainly.” He said, “I never had an oar in my hand before.” I spoke to the other man and he said, “I have never had an oar in my hand before, but I think I can row.” Those were the men that we were put to sea with at night—with all those magnificent fellows left on board, who would have been such a protection to us. Those were the kind of men with whom we were put out to sea that night.

Senator SMITH. How many were there in your boat?

Mrs. WHITE. There were 22 women and 4 men.

Senator SMITH. None of the men seemed to understand the management of a boat?

Mrs. WHITE. Yes; there was one there, one who was supposed to be a seaman, up at the end of our boat, who gave the orders.

Senator SMITH. Do you know who he was?

Mrs. WHITE. No; I do not know. I do not know the names of any of those men. But he seemed to know something about it.

Senator SMITH. I wish you would describe, as nearly as you can, just what took place after your lifeboat got away from the *Titanic*.

Mrs. WHITE. What took place between the passengers and the seamen?

Senator SMITH. Yes.

Mrs. WHITE. We simply rowed away. We had the order, on leaving the ship, to do that. The officer who put us in the boat—I do not know who he was—gave strict orders to the seamen, or the men, to make for the light opposite and land the passengers and get back just as soon as possible. That was the light that everybody saw in the distance.

Senator SMITH. Did you see it?

Mrs. WHITE. Yes; I saw it distinctly.

Senator SMITH. What was it?

Mrs. WHITE. It was a boat of some kind.

Senator SMITH. How far away was it?

Mrs. WHITE. Oh, it was 10 miles away, but we could see it distinctly. There was no doubt but that it was a boat. But we rowed and rowed and rowed, and then we all suggested that it was simply impossible for us to get to it; that we never could get to it, and the thing to do was to go back and see what we could do for the others. We only had 22 in our boat.

Then we turned and went back, and lingered around there for a long time, trying to locate the other boats, but we could not locate them except by hearing them. The only way they could locate us was by my electric light. The lamp on the boat was absolutely worth nothing. They tinkered with it all along, but they could not get it in shape. I had an electric cane—a cane with an electric light in it—and that was the only light we had. We sat there for a long time, and we saw the ship go down, distinctly.

Senator SMITH. What was your impression of it as it went down?

Mrs. WHITE. It was something dreadful.

Nobody ever thought the ship was going down. I do not think there was a person that night, I do not think there was a man on the boat who thought the ship was going down. They speak of the bravery of the men. I do not think there was any particular bravery, because none of the men thought it was going down. If they had thought the ship was going down, they would not have frivoleed as they did about it. Some of them said, "When you come back you will need a pass," and "You can not get on to-morrow morning without a pass." They never would have said those things if anybody had had any idea that the ship was going to sink.

In my opinion the ship when it went down was broken in two. I think very probably it broke in two.

I heard four distinct explosions, which we supposed were the boilers. Of course, we did not know anything about it.

Senator SMITH. How loud were those explosions?

Mrs. WHITE. They were tremendous.

We did what we were ordered to do. We went toward the light. That seemed to be the verdict of everybody in the boat. We had strict orders to do that from the officer or whoever started us off—to row as fast as possible for that boat, land the passengers and come right back for the others. We all supposed that boat was coming toward us, on account of all the rockets that we had sent up.

Senator SMITH. Did you urge the man in charge of your lifeboat to go back?

Mrs. WHITE. One of us did.

Senator SMITH. Did you urge him to go back to seek to pick up more people?

Mrs. WHITE. Not until we had gone out for half an hour and found it perfectly useless to attempt to reach that boat or that light. Then everybody suggested going back and we did, too, but we could not get there.

Senator SMITH. You went back?

Mrs. WHITE. Yes. The sailor changed our course and tried to go back. That was after trying to reach that light for three-quarters of an hour. It was evidently impossible to reach it. It seemed to be going in the same direction in which we were going, and we made no headway toward it at all. Then we turned and tried to go back.

Senator SMITH. Did anybody try to get in or get out of your boat?

Mrs. WHITE. No.

Senator SMITH. Did you land alongside the *Carpathia* with the same party with which you started from the boat deck of the *Titanic*?

Mrs. WHITE. Exactly.

Senator SMITH. You all landed safely?

Mrs. WHITE. We all landed safely. We had a great deal of trouble, but we all landed safely.

Senator SMITH. How many were there in your party?

Mrs. WHITE. Three; Miss Young, myself, and my maid. My valet was lost.

Senator SMITH. Did you make any attempt to communicate with your friends, after you got aboard the *Carpathia*, by wireless or otherwise?

Mrs. WHITE. That was the first thing we did.

Senator SMITH. Did you succeed?

Mrs. WHITE. No; we did not succeed. They never received the telegram until last Monday night in this hotel. They took our telegram the first thing when we got on board the *Carpathia*, Monday morning. They took our marconigram. I think the people on land had a much more serious time than we had, so far as real suffering was concerned.

Senator SMITH. Will you describe what you saw after daybreak, with regard to ice or icebergs?

Mrs. WHITE. We saw one iceberg in front of us. Of course, I could not see it, because I was standing this way [indicating]. I did not even see the *Carpathia* until my attention was called to her. I stood up all night long because I could not get up onto the seats, which were very high, on account of my foot being bound up. I had no strength in my foot, and I stood all night long.

After we got aboard the *Carpathia*, we could see 13 icebergs and 45 miles of floating ice, distinctly, right around us in every direction.

Everybody knew we were in the vicinity of icebergs. Even in our staterooms it was so cold that we could not leave the port hole open. It was terribly cold. I made the remark to Miss Young, on Sunday morning: “We must be very near icebergs to have such cold weather as this.” It was unusually cold.

It was a careless, reckless thing. It seems almost useless to speak of it.

No one was frightened on the ship. There was no panic. I insisted on Miss Young getting into something warm, and I got into something warm, and we locked our trunks and bags and went on deck.

There was no excitement whatever. Nobody seemed frightened. Nobody was panic-stricken. There was a lot of pathos when husbands and wives kissed each other good-by, of course.

We were the second boat pushed away from the ship, and we saw nothing that happened after that. We were not near enough. We heard the yells of the steerage passengers as they went down, but we saw none of the harrowing part of it at all.

As I have said before, the men in our boat were anything but seamen, with the exception of one man. The women all rowed, every one of them. Miss Young rowed every minute. The men could not row. They did not know the first thing about it. Miss Swift, from Brooklyn, rowed every minute, from the steamer to the *Carpathia*. Miss Young rowed every minute, also, except when she was



throwing up, which she did six or seven times. Countess Rothe stood at the tiller. Where would we have been if it had not been for our women, with such men as that put in charge of the boat? Our head seaman would give an order and those men who knew nothing about the handling of a boat would say, “If you don’t stop talking through that hole in your face there will be one less in the boat.” We were in the hands of men of that kind. I settled two or three fights between them, and quieted them down. Imagine getting right out there and taking out a pipe and filling it and standing there smoking, with the women rowing, which was most dangerous; we had woolen rugs all around us.

Another thing which I think is a disgraceful point. The men were asked, when they got into our boat, if they could row. Imagine asking men that who are supposed to be at the head of lifeboats—imagine asking them if they can row.

There is another point that has never been brought out in regard to this accident and that is that that steamer had no open decks except the top deck. How could they fill the lifeboats properly? They could not lower a lifeboat 70 feet with any degree of safety with more than 20 people in it. Where were they going to get any more in them on the way down? There were no other open decks.

Just to think that on a beautiful starlit night—you could see the stars reflected in the water—with all those Marconi warnings, that they would allow such an accident to happen, with such a terrible loss of life and property.

It is simply unbearable, I think.

Senator SMITH. There were no male passengers in your boat?

Mrs. WHITE. Not one.

Senator SMITH. Do you know who any of the other women were in your boat?

Mrs. WHITE. Mrs. Kenyon, Mrs. Dr. Leder, of Brooklyn; Mrs. Swift, and the Countess Rothe, who was at the tiller, and her maid, and Miss Young, my maid, and myself. I did not know any other ladies. Those were the ladies right around me.

I never saw a finer body of men in my life than the men passengers on this trip—athletes and men of sense—and if they had been permitted to enter these lifeboats with their families the boats would have been appropriately manned and many more lives saved, instead of allowing the stewards to get in the boats and save their lives, under the pretense that they could row, when they knew nothing whatever about it.

Senator SMITH. I am very much obliged to you for your statement, Mrs. White.

### TESTIMONY OF MR. JOHN BOTTOMLEY.

[Testimony taken separately before Senator William Alden Smith, chairman of the subcommittee.]

The witness was sworn by Senator Smith.

Senator SMITH. What is your business?

Mr. BOTTOMLEY. Vice president and general manager and secretary-treasurer of the Marconi Wireless Telegraph Co. of America.

Senator SMITH. What is your age?

Mr. BOTTOMLEY. Sixty-three.

Senator SMITH. How long have you been engaged in the business of wireless telegraphy?

Mr. BOTTOMLEY. Since about 1900.

Senator SMITH. In your capacity of general manager, what are your duties?

Mr. BOTTOMLEY. General supervision of the work of the company, attending to the finances of the company, putting the company on a business basis—on a paying basis—and generally attending to everything that comes into the office. I do not know exactly how to explain it.

Senator SMITH. Do you have to do with installations of wireless apparatus on ships or at shore stations?

Mr. BOTTOMLEY. No, sir.

Senator SMITH. Do you have to do with the selection of operators?

Mr. BOTTOMLEY. No, sir.

Senator SMITH. Are you familiar with the methods employed in both of these matters?

Mr. BOTTOMLEY. Yes, sir.

Senator SMITH. Where were you on Sunday night, the 14th of April, and Monday, Tuesday, Wednesday, and Thursday following?

Mr. BOTTOMLEY. In various places in New York.

Senator SMITH. Were you at the office of the Marconi Co.?

Mr. BOTTOMLEY. Not on Sunday. I was on the other days.

Senator SMITH. Did you have anything to do with the sending or receipt of messages concerning the loss of the *Titanic*?

Mr. BOTTOMLEY. No, sir.

Senator SMITH. Did you attempt to put yourself in communication with the operator of the *Carpathia*?

Mr. BOTTOMLEY. I did, to the best of my ability.

Senator SMITH. Just tell what you did in that regard.

Mr. BOTTOMLEY. I sent a memorandum—what we call a memorandum—to the operator of the *Carpathia* on Monday night through our office—or, rather, instructed our office to send it—asking the operator of the *Carpathia* to send at least 500 words of good news to your office.

Senator SMITH. Did you do anything else in connection with this matter?

Mr. BOTTOMLEY. On Tuesday I called up the traffic managers of the Western Union and Postal Telegraph Cos. and asked them to hold their lines as clear as possible, so that communication might readily be made, as I expected a large rush of business—private messages and also messages for the press—and they agreed to do so.

I further sent memoranda to the stations at Cape Race, Sable Island, and Halifax, asking them to furnish us any information that they could.

Senator SMITH. Did you have anything else to do with the receipt or sending of messages by wireless telegraphy or cable connected with that?

Mr. BOTTOMLEY. No, sir. You mean the actual sending?

Senator SMITH. Or instructions pertaining thereto?

Mr. BOTTOMLEY. I did not send any other message that I remember.

Senator SMITH. Have you knowledge regarding any being sent?

Mr. BOTTOMLEY. Yes.

Senator SMITH. Did you in any manner undertake to influence the course of Cottam, the operator on the *Carthage*, or of Bride, the surviving operator of the *Titanic*, regarding the sending or receipt of information concerning this catastrophe?

Mr. BOTTOMLEY. In no way did I do so until the vessel had passed quarantine, when, having heard from the New York Times that it would be willing to give the operator or operators, whose names I did not know at that time, a sum of money for their story, I said if Mr. Marconi, whom I was to meet shortly at a social function, consented, I would consent thereto. At about a quarter to 8 Mr. Marconi, at my house, said that while he did not altogether care for the business, he saw no objection to the operator giving his story to the New York Times newspaper. But little conversation passed, as the matter was at a dinner party, and all the persons were waiting. I immediately, however, rang up the office and told them that Mr. Marconi did not object and that I did not object either.

Senator SMITH. With whom did you speak over the telephone?

Mr. BOTTOMLEY. I can not remember. It was either Mr. Sammis or some person acting for him.

Senator SMITH. What else did you do about the matter?

Mr. BOTTOMLEY. Nothing further.

Senator SMITH. Did you make any attempt to see the operators on their arrival.

Mr. BOTTOMLEY. No, sir.

Senator SMITH. When did you first receive information through your own office of the sinking of the *Titanic*?

Mr. BOTTOMLEY. I think that information was received about 6 p. m. on Monday afternoon. It may have been earlier, but I can not state definitely.

Senator SMITH. Do you consider it proper to encourage wireless operators in the manner referred to?

Mr. BOTTOMLEY. I think it more advisable that the operators should give their story to one paper than to have it scattered piecemeal, and written up by various reporters for various newspapers.

Senator SMITH. Might not this custom or habit lead to a general understanding among operators, and tend to influence them in their course following calamities of this character?

Mr. BOTTOMLEY. No, sir; I do not think so.

Senator SMITH. If it were understood that they should have the right to exclusively sell the information in their possession, would it not weaken the confidence of the public in the accuracy and completeness of published information?

Mr. BOTTOMLEY. Admitted that operators are proper people to give out information, it might do so; but operators are not capable of giving out any proper information. That has been established by us in the last 10 or 12 years. There is hardly an operator crossing the ocean who can give out any news in a decent way for publication, and, in addition, the operators are not permitted to send from the ships anything of their own volition touching the working or operation of the ship, or any accident or matter in relation to the ship.

Senator SMITH. Would not the fact that that is so give additional valuation to their own observation and experience in cases of great horror, like the *Titanic* disaster, which, if made their own exclusive property, would operate to public disadvantage?

Mr. BOTTOMLEY. Not in my opinion.

Senator SMITH. Do you admit that the wages of wireless operators are very low?

Mr. BOTTOMLEY. I think they get a fair wage, considering that they are kept at virtually no expense whatsoever. Several of our operators are married men, living comfortably on their pay.

Senator SMITH. If they get just compensation, why should rewards of this character, which may be of doubtful propriety, be held out to them as one of the inducements for their service?

Mr. BOTTOMLEY. Absolutely no such rewards are held out, nor has this ever been offered to any operator as an inducement for him to come into the service.

Senator SMITH. Did not Binns, in the *Republic* disaster, receive considerable remuneration for his personal observations and experience?

Mr. BOTTOMLEY. I do not know what Binns received. I think he received a very small amount indeed at that time. I believe he afterwards received an immense amount of money from various sources, such as lectures, theatrical entertainments, magazines, etc.

Senator SMITH. Do you know what Bride, the *Titanic* operator, received?

Mr. BOTTOMLEY. Mr. Van Anden, managing editor of the New York Times, told me he was giving \$1,000, to be equally divided between the two boys; that a London paper had since given, unsolicited, \$250 for Bride; and it is said—although I have no personal knowledge on the subject—that Bride also received another \$250. I believe that he admitted on the stand that he received \$1,000, and that Cottam has admitted on the stand that he received \$1,250.

Senator SMITH. Mr. Marconi, in his testimony, admitted that this practice might be of doubtful wisdom, and that it was his purpose to discourage it in the future. What have you to say about that?

Mr. BOTTOMLEY. Anything that Mr. Marconi requests the American company to do will be done without demur or hesitation.

Senator SMITH. Did you have anything to do with arranging for this exclusive story through the New York Times?

Mr. BOTTOMLEY. No, sir; nothing further than what I have said.

Senator SMITH. Mr. Bottomley, is this true, as reported in the London Daily Telegraph:

The Marconi Co. will give no information to any ship not fitted with the Marconi wireless system, nor will it consider its calls?

Mr. BOTTOMLEY. It is absolutely untrue as far as the American company is concerned.

Senator SMITH. A passenger on the Russian ship *Birma*, fitted with another wireless system, reported, on reaching London, that the ship's officers to help care for the survivors on board the *Carpathia* were met by repeated signals to "Shut up." Were those answers in consonance with the general orders of the Marconi Co.?

Mr. BOTTOMLEY. Most certainly not. The absolute order is that everything must be communicated with, ships or anywhere, in any time of danger or distress. That is one of the first provisions of our general orders.

Senator SMITH. That passenger gave the London Daily Telegraph a statement, attested by the officers and wireless operators of the

*Birma*, that on the day of the disaster and on days following the ship was refused any information whatever with regard to the wreck survivors. Was that refusal in obedience to orders or instructions given by the Marconi Co.?

Mr. BOTTOMLEY. Most certainly not.

Senator SMITH. Do you think that there is any justification for such suppression of information of world-wide importance at such a time?

Mr. BOTTOMLEY. There would be none.

Senator SMITH. Is it not true that if the operator on the *Carpathia* had acquainted the operator on the *Birma* with some details concerning the disaster the world would not have been kept in suspense for many days?

Mr. BOTTOMLEY. I can not answer that question. I know nothing about the *Birma*, or where she was.

Senator SMITH. Was there anything to prevent the operator on the *Carpathia* from giving the *Birma* a few details?

Mr. BOTTOMLEY. As I have said before, the operator can only send such news as is authorized by the captain of a ship.

Senator SMITH. Are Marconi operators absolutely under the control of the captains of the ships on which they serve?

Mr. BOTTOMLEY. To the best of my knowledge, they are as long as they are on board ship. The captain is the absolute ruler of his ship.

Senator SMITH. Is it not true that your operators can talk to each other and that, as a matter of fact, they are almost constantly chatting when in touch with each other?

Mr. BOTTOMLEY. There is an absolute rule against such chatting or talking or exchanging matters not of proper business connected with wireless, but it would be impossible to follow each operator and find that he did not chat or speak with another. As a general rule they do not do so. None of our best men follow that practice. If it was discovered, the operator would be severely reprimanded, and many times shore stations have picked up chatting between operators which was led, in some instances to discharge, and in others to very severe reprimanding of the offenders. It is one of the rules which should be most strictly observed by operators. They are not there for their own purposes at all.

Senator SMITH. You must admit, Mr. Bottomley, that no captain can know of these personal messages between operators.

Mr. BOTTOMLEY. Oh, no; of course not.

Senator SMITH (continuing). Unless informed by the operator himself.

Mr. BOTTOMLEY. No, sir; he would not know anything about it.

Senator SMITH. The testimony in this case clearly shows that there is more or less social and personal communication between operators on shipboard and at coast stations as well.

Mr. BOTTOMLEY. If that is so, it is very much to be deplored, and any instance brought to our notice will be severely dealt with. I speak for the whole allied Marconi companies in that respect.

Senator SMITH. Do you not think this practice should be regulated by law; that it ought to be made the subject of inquiry by the Berlin convention, in order to insure the proper transaction of public business?

Mr. BOTTOMLEY. I think the matter might be brought up at the Berlin conference or convention. I presume it will be.



Senator SMITH. Mr. Bottomley, Mr. Marconi said he sent a personal message to the operator of the *Carpathia* two nights before that ship reached New York, ordering him to send to the Associated Press a description of what happened to the *Titanic*. Can you give any reason why this request was not complied with?

Mr. BOTTOMLEY. None but that the operator was unable to cope with the business which he had in hand.

Senator SMITH. And as to that you are not fully advised?

Mr. BOTTOMLEY. As to that I am not fully advised.

Senator SMITH. Can the orders of the president of your company, or of any of its general officers, be disregarded with impunity?

Mr. BOTTOMLEY. The circumstances are so exceptional that I would be unable to answer that question properly. I think that an operator should do as I would do—give every possible attention to any request sent out by Mr. Marconi; but an officer of this company is of no greater importance than the smallest person on board the boat who has friends ashore.

Senator SMITH. So far as I have been able to observe during the hearings before the committee, I have as yet seen no one whose message was either delivered to or sent from the *Carpathia* for a passenger. How can you account for that?

Mr. BOTTOMLEY. I am unable to account for it at all. We do not control the operator of the *Carpathia* in any way. He is under the direction of Marconi's International Marine Communication Co.

Senator SMITH. Do you know whether he received any injunction of silence from that company?

Mr. BOTTOMLEY. I know that he received no injunction of silence from that company so far as any man can know that, because I am confident the company sent out no such injunction.

Senator SMITH. Do you think that your operator on the *Carpathia* should have put aside important messages, such as this, in order that he might send messages bearing upon the personal comfort of passengers of that ship?

Mr. BOTTOMLEY. That would be my opinion. I think the people on the ship were suffering tremendously, and the matter of news was of next to no importance except to satisfy the cravings of the public. That is my honest opinion.

Senator SMITH. Do you believe that the failure to respond to this request was due entirely to the operator?

Mr. BOTTOMLEY. I think so.

Senator SMITH. What influence, in your opinion, did the plan of Bride and Cottam to market the news which was in their possession have in this case?

Mr. BOTTOMLEY. Absolutely none, in my opinion, because they knew nothing about any plan to market the news until after it was too late to send anything to the press or anywhere else.

Senator SMITH. Do you not think they were aware of the success of Operator Binns in disposing of information in his possession at the time of the *Republic* disaster?

Mr. BOTTOMLEY. They may have been. I do not know that they were. It was common talk. What one operator does not know about another one is very little. Still, I do not believe it would influence them in any way.



Senator SMITH. Do you not think such matters should be under better control by your company, or by the owners of the ships?

Mr. BOTTOMLEY. If a way could be devised to find that better control, I think so; but I doubt if it can be done.

Senator SMITH. Would you favor an international agreement for the control of information of disasters at sea?

Mr. BOTTOMLEY. Yes.

Senator SMITH. Are you willing to submit the complete record of all messages sent by operators of your company from the first message of the *Titanic* until the arrival of the *Carpathia* in New York?

Mr. BOTTOMLEY. So far as we are permitted by law, we will give every record in our office. We will throw our records open to Senator Smith or any member of the committee, provided promises of secrecy will first be made. They can then read every record that we have, and look over everything. I am instructed by our president to say that, and it is upon my request that I am permitted to say so.

Our records are absolutely open, in a case of this sort, to any member of the committee, with the promise of secrecy attached, as we are not permitted to divulge any private messages which come to our office or through our office.

Senator SMITH. Do you know of your own knowledge, or have you been informed by any person by wire, wireless, or cable, by letter, word of mouth, or otherwise, that information regarding this disaster did reach any office of your company, or any office or officer or employee of the White Star Line, on Monday morning, April 15, prior to 10 o'clock?

Mr. BOTTOMLEY. No. I do not know of any such message.

Senator SMITH. Have you heard of none?

Mr. BOTTOMLEY. I have heard of none.

Senator SMITH. Have you made any inquiry to ascertain this fact?

Mr. BOTTOMLEY. No, sir.

Senator SMITH. Has any officer of your company made such inquiry?

Mr. BOTTOMLEY. Not that I know of. No complaint or inquiry has been made at our office on the subject.

Senator SMITH. Will you make such inquiry?

Mr. BOTTOMLEY. I will make such inquiry if you will give me the necessary particulars.

Senator SMITH. The particulars are embraced in that question that I have just asked you solely.

Mr. BOTTOMLEY. If the question is given to me to-day, we will put an inquiry on foot at every station of the Marconi Co., and we will then tell you whether a message was sent or not.

Senator SMITH. Or received?

Mr. BOTTOMLEY. Or received. If it was sent or received. If it is in Canada, you can issue an order and we can get it for you. If it is in our files, you will get it.

Senator SMITH. You wish to be understood as saying that you had nothing whatever to do with the receipt or payment of any money to Bride or Cottam, from any source, for the special information which they disclosed?

Mr. BOTTOMLEY. Most emphatically, I do.

Senator SMITH. What do you know about the wireless equipment of the *Titanic*?

Mr. BOTTOMLEY. Nothing, except from hearsay. I understand from what I have heard that it was the most up-to-date equipment that was ever put on a boat.

Senator SMITH. What was the maximum wave length of that apparatus?

Mr. BOTTOMLEY. I am unable to say.

Senator SMITH. What is the wireless equipment of the *Olympic*?

Mr. BOTTOMLEY. I believe it is somewhat similar to that of the *Titanic*, both being the most modern.

Senator SMITH. What was the wireless apparatus of the *Carpathia*?

Mr. BOTTOMLEY. I believe it was what was termed a coil set, which would not be as effective, either as to distance or power, as the more modern or power sets; but it fully complies with the laws of the Berlin conference and the United States, in that it is perfectly capable of transmitting a message 250 miles under ordinary circumstances.

Senator SMITH. What do you know of the wireless equipment of the steamship *Virginian*?

Mr. BOTTOMLEY. Little or nothing.

Senator SMITH. What do you know about the wireless equipment of the *Mount Temple*, of the Canadian Pacific Railroad?

Mr. BOTTOMLEY. Nothing. I believe they had a Marconi equipment.

Senator SMITH. What do you know about the wireless equipment of the *Frankfurt*, of the North German Lloyd Line?

Mr. BOTTOMLEY. I do not know anything about it.

Senator SMITH. Or about that of the *Birma*?

Mr. BOTTOMLEY. Nothing at all.

Senator SMITH. Or about that of the *Californian*?

Mr. BOTTOMLEY. I do not know anything about her equipment.

Senator SMITH. Is there anything further you can say touching the inquiry we are making, which will in any way throw any light upon the causes leading up to this disaster or the subsequent conduct of your officers with reference thereto?

Mr. BOTTOMLEY. I do not think that I could add anything to the testimony that has already been given by others, and especially by Mr. Marconi, all of which I thoroughly indorse.

Senator SMITH. That is all. I am very much obliged to you.

Whereupon, at 4.30 o'clock p. m., the hearing was adjourned until to-morrow, May 3, 1912, at 9.30 o'clock a. m.

---

FRIDAY, MAY 3, 1912.

SUBCOMMITTEE OF THE COMMITTEE ON COMMERCE,  
UNITED STATES SENATE,  
New York, N. Y.

### TESTIMONY OF DANIEL BUCKLEY.

[Testimony taken separately before Senator William Alden Smith, chairman of the subcommittee.]

The witness was sworn by Senator Smith.

Senator SMITH. Mr. Buckley, where do you live?

Mr. BUCKLEY. 855 Tremont Avenue, Bronx.

Senator SMITH. How old are you?

Mr. BUCKLEY. Twenty-one years old.

Senator SMITH. Where did you get aboard the *Titanic*?

Mr. BUCKLEY. At Queenstown.

Senator SMITH. Had you been living in Ireland?

Mr. BUCKLEY. Yes; I lived in King Williamstown, Town Court.

Senator SMITH. How did you happen to come over to America?

Mr. BUCKLEY. I wanted to come over here to make some money. I came in the *Titanic* because she was a new steamer.

This night of the wreck I was sleeping in my room on the *Titanic*, in the steerage. There were three other boys from the same place sleeping in the same room with me.

I heard some terrible noise and I jumped out on the floor, and the first thing I knew my feet were getting wet; the water was just coming in slightly. I told the other fellows to get up, that there was something wrong and that the water was coming in. They only laughed at me. One of them says: "Get back into bed. You are not in Ireland now."

I got on my clothes as quick as I could, and the three other fellows got out. The room was very small, so I got out, to give them room to dress themselves.

Two sailors came along, and they were shouting: "All up on deck! unless you want to get drowned."

When I heard this, I went for the deck as quick as I could. When I got up on the deck I saw everyone having those life belts on only myself; so I got sorry, and said I would go back again where I was sleeping and get one of those life preservers; because there was one there for each person.

I went back again, and just as I was going down the last flight of stairs the water was up four steps, and dashing up. I did not go back into the room, because I could not. When I went back toward the room the water was coming up three steps up the stairs, or four steps; so I did not go any farther. I got back on the deck again, and just as I got back there, I was looking around to see if I could get any of those life belts, and I met a first-class passenger, and he had two. He gave me one, and fixed it on me.

Then the lifeboats were preparing. There were five lifeboats sent out. I was in the sixth. I was holding the ropes all the time, helping to let down the five lifeboats that went down first, as well as I could.

When the sixth lifeboat was prepared, there was a big crowd of men standing on the deck. And they all jumped in. So I said I would take my chance with them.

Senator SMITH. Who were they?

Mr. BUCKLEY. Passengers and sailors and firemen, mixed. There were no ladies there at the same time.

When they jumped, I said I would go too. I went into the boat. Then two officers came along and said all of the men could come out. And they brought a lot of steerage passengers with them; and they were mixed, every way, ladies and gentlemen. And they said all the men could get out and let the ladies in. But six men were left in the boat. I think they were firemen and sailors.

I was crying. There was a woman in the boat, and she had thrown her shawl over me, and she told me to stay in there. I believe she was Mrs. Astor. Then they did not see me, and the boat was lowered down into the water, and we rowed away out from the steamer.

The men that were in the boat at first fought, and would not get out, but the officers drew their revolvers, and fired shots over our heads, and then the men got out. When the boat was ready, we were lowered down into the water and rowed away out from the steamer. We were only about 15 minutes out when she sank.

Senator SMITH. What else happened?

Mr. BUCKLEY. One of the firemen that was working on the *Titanic* told me, when I got on board the *Carpathia* and he was speaking to me, that he did not think it was any iceberg; that it was only that they wanted to make a record, and they ran too much steam and the boilers bursted. That is what he said.

We sighted the lights of the big steamer, the *Carpathia*. All the women got into a terrible commotion and jumped around. They were hallooing and the sailors were trying to keep them sitting down, and they would not do it. They were standing up all the time.

When we got into the *Carpathia* we were treated very good. We got all kinds of refreshments.

Senator SMITH. Did you feel a shock from the collision when the ship struck?

Mr. BUCKLEY. Yes; I did.

Senator SMITH. And did that wake you up?

Mr. BUCKLEY. It did. I did not feel any shock in the steamer; only just heard a noise. I heard a kind of a grating noise.

Senator SMITH. Did you get right out of bed?

Mr. BUCKLEY. Yes; I did.

Senator SMITH. When you got out, you got into the water? There was water in your compartment in the steerage?

Mr. BUCKLEY. Yes; water was there slightly. There was not very much.

Senator SMITH. How much?

Mr. BUCKLEY. The floor was only just getting wet. It was only coming in under the door very slightly.

Senator SMITH. You had two or three boys with you?

Mr. BUCKLEY. Yes; three boys that came from the same place in Ireland.

Senator SMITH. What became of those other three boys?

Mr. BUCKLEY. I can not say. I did not see them any more after leaving the room where I parted from them.

Senator SMITH. They were lost?

Mr. BUCKLEY. Yes; they were lost.

Senator SMITH. Was there any effort made on the part of the officers or crew to hold the steerage passengers in the steerage?

Mr. BUCKLEY. I do not think so.

Senator SMITH. Were you permitted to go on up to the top deck without any interference?

Mr. BUCKLEY. Yes, sir. They tried to keep us down at first on our steerage deck. They did not want us to go up to the first-class place at all.

Senator SMITH. Who tried to do that?

Mr. BUCKLEY. I can not say who they were. I think they were sailors.

Senator SMITH. What happened then? Did the steerage passengers try to get out?

Mr. BUCKLEY. Yes; they did. There was one steerage passenger there, and he was getting up the steps, and just as he was going in a little gate a fellow came along and chucked him down; threw him down into the steerage place. This fellow got excited, and he ran after him, and he could not find him. He got up over the little gate. He did not find him.

Senator SMITH. What gate do you mean?

Mr. BUCKLEY. A little gate just at the top of the stairs going up into the first-class deck.

Senator SMITH. There was a gate between the steerage and the first-class deck?

Mr. BUCKLEY. Yes. The first-class deck was higher up than the steerage deck, and there were some steps leading up to it; 9 or 10 steps, and a gate just at the top of the steps.

Senator SMITH. Was the gate locked?

Mr. BUCKLEY. It was not locked at the time we made the attempt to get up there, but the sailor, or whoever he was, locked it. So that this fellow that went up after him broke the lock on it, and he went after the fellow that threw him down. He said if he could get hold of him he would throw him into the ocean.

Senator SMITH. Did these passengers in the steerage have any opportunity at all of getting out?

Mr. BUCKLEY. Yes; they had.

Senator SMITH. What opportunity did they have?

Mr. BUCKLEY. I think they had as much chance as the first and second class passengers.

Senator SMITH. After this gate was broken?

Mr. BUCKLEY. Yes; because they were all mixed. All the steerage passengers went up on the first-class deck at this time, when the gate was broken. They all got up there. They could not keep them down.

Senator SMITH. How much water was there in the steerage when you got out of the steerage?

Mr. BUCKLEY. There was only just a little bit. Just like you would throw a bucket of water on the floor; just very little, like that.

Senator SMITH. But it was coming in, was it?

Mr. BUCKLEY. Yes; it was only just commencing to come in. When I went down the second time, to get one of the life preservers, there was a terrible lot of water there, in a very short time.

Senator SMITH. How much?

Mr. BUCKLEY. It was just about three steps up the stairs, on the last flight of stairs that I got down.

Senator SMITH. Did you find any people down in the steerage when you went back the second time?

Mr. BUCKLEY. There were a number, but I can not say how many. All the boys and girls were coming up against me. They were all going for the deck.

Senator SMITH. Were they excited?

Mr. BUCKLEY. Yes; they were. The girls were very excited, and they were crying; and all the boys were trying to console them and saying that it was nothing serious.

Senator SMITH. Were you crying at the time?

Mr. PUCKLEY. Not at this time. There was a girl from my place, and just when she got down into the lifeboat she thought that the boat was sinking into the water. Her name was Bridget Bradley.

She climbed one of the ropes as far as she could and tried to get back into the *Titanic* again, as she thought she would be safer in it than in the lifeboat. She was just getting up when one of the sailors went out to her and pulled her down again.

Senator SMITH. How many people were there in the steerage when you got out of bed?

Mr. BUCKLEY. I can not say.

Senator SMITH. Could you see many people around?

Mr. BUCKLEY. Yes, sir; there was a great crowd of people. They were all terribly excited. They were all going for the decks as quick as they could. The people had no difficulty in stepping into the lifeboat. It was close to the ship.

Senator SMITH. I want to ask you whether, from what you saw that night, you feel that the steerage passengers had an equal opportunity with other passengers and the crew in getting into the lifeboats?

Mr. BUCKLEY. Yes; I think they had as good a chance as the first and second class passengers.

Senator SMITH. You think they did have?

Mr. BUCKLEY. Yes. But at the start they tried to keep them down on their own deck.

Senator SMITH. But they broke down this gate to which you have referred?

Mr. BUCKLEY. Yes, sir.

Senator SMITH. And then they went on up as others did, mingling all together?

Mr. BUCKLEY. Yes; they were all mixed up together.

Senator SMITH. Have you told all you know, of your own knowledge, about that?

Mr. BUCKLEY. Yes.

Senator SMITH. Were you where you could see the ship when she went down?

Mr. BUCKLEY. Yes; I saw the lights just going out as she went down. It made a terrible noise, like thunder.

Senator SMITH. I wish you would tell the committee in what part of the ship this steerage was located.

Mr. BUCKLEY. Down, I think, in the lower part of the steamer, in the after part of the ship; at the back.

Senator SMITH. That is all. Thank you.

### TESTIMONY OF MELVILLE E. STONE.

[Testimony taken separately before Senator William Alden Smith, chairman of the subcommittee.]

The witness was sworn by Senator Smith.

Senator SMITH. State your full name, please.

Mr. STONE. Melville E. Stone.

Senator SMITH. You are general manager of the Associated Press?

Mr. STONE. Yes, sir.

Senator SMITH. How long have you held that position?

Mr. STONE. I have held the position of general manager over the existing organization, or an organization which preceded it, for 18 years.

Senator SMITH. In such capacity, what are your duties?



Mr. STONE. I am the executive officer of the Associated Press, and it is my duty to supervise, in a general way, all of its relations, subject to the president of the board of directors, with its members and with the public, and gather the news of the world, or supervise its gathering and its distribution to the 800 members who compose the Associated Press.

Senator SMITH. In such capacity, what part did you take in the receipt and dissemination of the news concerning the accident to the *Titanic*?

Mr. STONE. In general, I had charge of the entire work. Much of the news came automatically from the established processes of the organization. Some of it came in response to immediate inquiries of mine.

Senator SMITH. Can you tell the committee how you were first apprised of this catastrophe, and from whom you obtained your information?

Mr. STONE. The first intimation we had—I speak of the Associated Press—came in two dispatches during the night of Sunday and Monday, April 14 and 15. These two dispatches came from the Marconi station at Cape Race. I shall be very glad to furnish you the dispatches themselves.

I have in my hand a copy of the Anaconda (Mont.) Standard of Monday morning, April 15, containing the two dispatches to which I refer. They are merged in one, but they read as follows:

CAPE RACE, NEW BRUNSWICK,  
Sunday night, April 14.

At 10.25 o'clock to-night the White Star Line steamship *Titanic* called "C. Q. D." to the Marconi wireless station here, and reported having struck an iceberg. The steamer said that immediate assistance was required.

Half an hour afterwards another message came, reporting that they were sinking by the head, and that women were being put off in the lifeboats.

The weather was calm and clear, the *Titanic's* wireless operator reported, and gave the position of the vessel as 41.46 north latitude and 50.14 west longitude.

The Marconi station at Cape Race notified the Allan liner *Virginian*, the captain of which immediately advised that he was proceeding for the scene of the disaster.

The *Virginian* at midnight was about 170 miles distant from the *Titanic* and expected to reach that vessel about 10 a. m. Monday.

2 A. M. MONDAY.

The *Olympic* at an early hour this Monday morning was in latitude 40.32 north and longitude 61.18 west. She was in direct communication with the *Titanic* and is now making all haste toward her.

The steamship *Baltic* also reported herself as about 200 miles east of the *Titanic* and was making all possible speed toward her.

The last signals from the *Titanic* were heard by the *Virginian* at 12.27 a. m.

The wireless operator on the *Virginian* says these signals were blurred and ended abruptly.

You will note from this dispatch that the steamship *Virginian* at midnight was reported 170 miles distant from the *Titanic* and expected to reach the side of the *Titanic* at 10 a. m. on Monday.

Early on Monday morning I began pressing in every direction for additional word. We telegraphed to Cape Race, to Halifax, and particularly to the Allan Line at Montreal, and we waited, moment by moment, for some word from the *Virginian*, which was expected to arrive at the side of the *Titanic* at 10 o'clock in the morning of Monday.

During the day of Monday there was a most exasperating silence in every direction. We connected our New York office directly with

Halifax, and called our Halifax correspondents to the wire, and asked them to secure any possible information. We telegraphed to Cape Race to ask them to secure any information.

Then began a series of rumors and dispatches floating through various news-gathering and dispensing agencies throughout the world.

Of course we also put ourselves into immediate touch with the White Star officials at their office in New York, and we asked our London office to see what could be gotten there, if anything.

At 10 minutes past 9 o'clock on Monday morning it was reported to me that Mr. P. A. S. Franklin, vice president of the White Star Line, had said that the *Olympic*, of his company, had talked by wireless with the *Titanic* at 4.24 o'clock Monday morning; and our office confirmed this statement, which first came through what is known as the New York City News Association to us, by personally calling on Mr. Franklin's office and receiving assurances by our Mr. Helm, a reporter for the Associated Press, that that statement was correct. Thereupon we sent the statement out to our members.

At 9.30 o'clock on Monday morning there appeared on what is known as the Dow, Jones & Co.'s ticker, which is an automatic machine for reporting news and stock quotations, the following announcement. I quote from the original, which I will give you:

A dispatch from Halifax reports that all passengers had left the *Titanic* in boats shortly after 3.30 o'clock this morning.

At 9.43 the Montreal Star reported that an official dispatch from Halifax stated that word had been received there that the *Titanic* was still afloat and was making her way slowly toward Halifax. These and the other following messages were sent out, crediting them to the sources from which, so far as we knew, they first appeared.

At 9.53 a. m., on Monday morning, Mr. Franklin said:

There need be no alarm for the *Titanic's* passengers.

He said:

The *Titanic* is now in latitude 41.16 north and longitude 50.14 west. She is being approached by the *Olympic* of the White Star Line, which we figure will be alongside by 8 p. m. to-day. The *Olympic* has just been reported as having been in direct communication with the *Titanic*.

Mr. Franklin was most emphatic in his assertion regarding the safety of the passengers and the steamer.

At 10.17 the same morning our London office reported a message received and sent out in London by the Exchange Telegraph Co. saying that a wireless through Halifax reports that all the *Titanic* passengers were safely taken off at 3.30 this morning.

That was, of course, a repetition of the dispatch I had already reported having appeared here on the Dow-Jones ticker. That went to London and was repeated back to us.

At 11.03 Monday morning, the following appeared on the Dow, Jones & Co.'s ticker. I furnish the original:

Dispatch from Montreal received by White Star people says *Titanic* was afloat at 8.30, and that women and children had not yet been taken off, though lifeboats were ready in case of emergency.

The steamship is heading in direction of Halifax, from which the *Virginian* is approaching. It is thought that bulkheads will prevent ship from sinking. *Titanic* is moving under her own engines.

At 11.05 a. m., Monday, the following dispatch appeared on the Dow, Jones & Co. ticker. It is dated 10.39, at Montreal. I quote:

Wireless received 10 o'clock this morning said that two vessels were standing by the *Titanic* and that the big vessel's passengers had been taken off.

At 12.07 we received this dispatch from the Canadian Press (Ltd.), an organization engaged in receiving and distributing news to the newspapers of Canada. The dispatch is dated Montreal:

The local office of Horton Davidson, one of the *Titanic's* passengers, has received the following wireless message:

"All passengers are safe and *Titanic* taken in tow by the *Virginian*."

At 11.23, based on a statement by Mr. Franklin, which he said was contained in a wireless message he had received from Capt. Haddock, of the *Olympic*, but the text of which he declined to make public, this dispatch was sent out by the Associated Press:

Transfer of passengers from disabled *Titanic* is under way and 20 boatloads have already been taken aboard the steamship *Carpathia*.

This dispatch which I have just read was the first and only truthful dispatch between the hours when our two morning dispatches from Cape Race closed and this hour of 11.23 a. m. All the dispatches intervening, which I have read, were false, as were all of the statements of the White Star officials respecting the safety of the passengers on the *Titanic*.

Senator SMITH. Do you know the sources of this misinformation, or by whom it was inspired?

Mr. STONE. I only know the sources as I have indicated them in my testimony respecting them. I have given the source of each one of these. The Montreal Star was the source of one dispatch; the Canadian Press (Ltd.) was the source of another dispatch; the Dow, Jones & Co. ticker was the source of several dispatches. Dow, Jones & Co. publish what is known as the Wall Street Journal, in the city of New York, and it would be an easy matter for the committee to find out from them their source of information.

At 1 o'clock on Monday afternoon Vice President Franklin, of the White Star Line, issued the following statement:

The Allan Line, Montreal, confirms report that the *Virginian*, *Parisian*, and *Carpathia* are in attendance, standing by the *Titanic*.

In the light of the fact that it was reported that the *Virginian*, which belongs to the Allan Line, of Canada, was standing by and first was to reach the side of the *Titanic* at 10 o'clock and then that she was there, I telegraphed to the Allan Line at Boston and asked them to let me know the instant they heard any word from the *Virginian*, and about noon, and, I should say, fully an hour before this statement of Mr. Franklin's, I received a message from H. and A. Allan, of Montreal, saying that they had no word whatever from the captain of the *Virginian*.

There was a dispatch given out in Boston by the Boston American, April 15, which you can find in the issue of that day, reading as follows:

A Boston dry-goods house which employs Herbert H. Hilliard as buyer received the following wireless message from him this afternoon:

"Passengers all saved. Transferred to *Baltic* and *Virginian*."

There was a curious blunder in a dispatch from London. A message was received by the father of Phillips, who was the wireless operator on the *Titanic*. Phillips's father lived at Godalming, and he received a message saying:

Making slowly for Halifax. Practically unsinkable. Don't worry..

This was supposed, for an hour or more, to have come direct from Phillips, the *Titanic* operator. Instead of that it came from an uncle of Phillips, who lived in England, and was the docket which he fixed up in London and which he was sending to Phillips's father to comfort him.

In response to the telegram which I sent during Monday, on Monday night we received from our Cape Race correspondent the list of first and second class survivors on board the *Carpathia*.

About 7 o'clock in the evening of Monday we received a dispatch announcing that the *Titanic* had sunk with great loss of life, and that was, so far as we know, the first authentic information that there was a disaster.

Senator SMITH. Do you know of any attempt upon the part of anyone connected with the White Star Line or the International Mercantile Marine or the Marconi Co. or any telegraph company to suppress the actual state of affairs which occurred at 11.50 Sunday evening?

Mr. STONE. I have no knowledge of my own on that. I do not know that there was any attempt at suppression on the part of anyone.

Senator SMITH. How can you account for the failure to get reliable information concerning this disaster on Monday?

Mr. STONE. I can only account for it on the theory that this disaster occurred something like 400 miles from any land station of the wireless company, and the radius of the *Carpathia*, which was the only boat upon the scene, was not sufficiently great to reach any land station.

I have been told, and I assume that it is true, that such messages as we did get through—for instance, the list of the survivors—came through because they were received by the *Olympic*, which got into that field, and had a radius of several hundred miles, and transmitted to Cape Race—that is, they were sent from the *Carpathia* to the *Olympic* and from the *Olympic* to Cape Race.

Senator SMITH. Do you believe that the value of this information which was largely in the control of the wireless operators of the Marconi Co., Bride and Cottam, and the possibilities of reward to them personally, operated to work a suppression of the actual occurrences in connection with this disaster?

Mr. STONE. You ask me if it is my opinion that it did. I think the opportunities to make money on their part would tend in that direction, but I have no knowledge that anything of that kind was done. I do know this: That we were striving from Tuesday morning until Thursday night, when the *Carpathia* arrived, by every known means to get some word from the *Carpathia*.

I recognize that, after the sinking of the *Titanic* and when the *Carpathia* came up, she was probably out of range of any station, and could not send any messages, and that they were also very busy picking up the survivors.

They then started for New York. On the way they came in touch, as I understand it, with the *Olympic*, and gave them the list of survivors, which was repeated and which we received Monday night

Then the *Olympic* moved on to the east and the *Carpathia* moved toward the west, and once more the *Carpathia* was out of range. She was beyond the reach of the *Olympic* or any other means of transmitting her news to the shore.

I examined the map to see how soon she would come within range of the Sable Island Marconi station. I thought that she must pass within 150 miles of there and be within range during some time on Tuesday. But we had no word. We sent messages to her frequently from the coast stations, which had a long range and could reach her, while she could not respond, but received no response.

I did send a message to the *Olympic* and did receive a response from a man who was a passenger on that ship, saying that the *Olympic* had gone on to the scene of the disaster and passed on east, and he reported that they found nothing on the ground except some unimportant wreckage.

Then on Tuesday and Wednesday and Thursday we were struggling to get some word.

On Thursday morning a representative of the Marconi Co. came to my office and made a proposition to sell me the news that should come in by the *Carpathia* respecting the *Titanic* disaster, and I made the arrangement with him to buy it, and we waited all day long Thursday to get that news, which never arrived.

The Marconi people themselves, I know, were striving in every way to get that news, to sell it to us, because they came voluntarily on the morning of Thursday and made that contract.

Senator SMITH. Who came?

Mr. STONE. Two men. I think the name of one of the men was Hugh. He was one of their representatives. I can not remember the name of the other man. It was not Mr. Bottomley, nor Mr. Sammis, nor Mr. Marconi.

I talked with Mr. Bottomley over the telephone. I am perfectly familiar with his voice and know it was he, and he said:

You understand that there is not anything that we will not do to try to get this news to you. We are struggling as hard as we can to do it.

And I am sure he did do all that was in his power to get it.

Senator SMITH. Let me ask you whether you approve the practice followed by Binns in the *Republic* disaster and by Bride and Cottam in this disaster, of appropriating to themselves such information as the public were properly entitled to, in return for a reward which they had some reason to think would await them upon their arrival in New York?

Mr. STONE. I certainly do not. I think in the case of a great disaster of this sort the widest possible publicity should be given.

On behalf of the Associated Press, I should not want any newspaper which was not a member of the Associated Press to be cut out of the possibility of getting this information, which is vital to the whole country, and I think, and so expressed myself alike to Mr. Marconi and Mr. Bottomley, that it was a mistake to allow anyone to make merchandise out of that thing; subject to this exception, that I recognize that the Marconi Co. would be entitled to a fair compensation for the messages that were sent out from there, and I was ready to give it.



Senator SMITH. Was any endeavor made to get from the White Star officials the information they received over the long distance telephone in their office at Montreal at 2.30 Monday morning?

Mr. STONE. No; because we had no knowledge until very recently that they had received any such information. In fact, we have no knowledge now that they received any such information. We know nothing about it.

Senator SMITH. That is all, Mr. Stone. We are very much obliged to you.

### TESTIMONY OF GEORGE A. HARDER.

[Testimony taken separately before Senator William Alden Smith, chairman of the subcommittee.]

The witness was sworn by Senator Smith.

Senator SMITH. State your name and place of residence, please.

Mr. HARDER. George A. Harder; 117 Eighth Avenue, Brooklyn.

Senator SMITH. How old are you?

Mr. HARDER. Twenty-five.

Senator SMITH. What is your business?

Mr. HARDER. Manufacturer.

Senator SMITH. Were you a passenger aboard the *Titanic*?

Mr. HARDER. I was.

Senator SMITH. From what point?

Mr. HARDER. I sailed from Cherbourg.

Senator SMITH. What stateroom did you have?

Mr. HARDER. We had E-50; that is on E deck.

Senator SMITH. Did you notice anything unusual between Cherbourg and the place of this accident?

Mr. HARDER. No, sir.

Senator SMITH. You agree, do you, with all the other witnesses, that the weather was fine and clear the night of the accident?

Mr. HARDER. Yes, sir.

Senator SMITH. It was clear and fine?

Mr. HARDER. Yes, sir.

Senator SMITH. What occurred Sunday night between the hours of 11 and 12 o'clock?

Mr. HARDER. About a quarter to 11 I went down to my stateroom with Mrs. Harder and retired for the night; and at 20 minutes to 12 we were not asleep yet, and I heard this thump. It was not a loud thump; just a dull thump. Then I could feel the boat quiver and could feel a sort of rumbling, scraping noise along the side of the boat.

When I went to the porthole I saw this iceberg go by. The porthole was closed. The iceberg was, I should say, about 50 to 100 feet away. I should say it was about as high as the top deck of the boat. I just got a glimpse of it, and it is hard to tell how high it was.

Senator SMITH. What did you do then?

Mr. HARDER. I thought we would go up on deck to see what had happened; what damage had been done. So we dressed fully and went up on deck, and there we saw quite a number of people talking; and nobody seemed to think anything serious had happened. There were such remarks as "Oh, it will only be a few hours before we will be on the way again."



I walked around the deck two or three times, when I noticed that the boat was listing quite a good deal on the starboard side; so Mrs. Harder and myself thought we would go inside and see if there was any news. We went in there and talked to a few people, and all of them seemed of the opinion that it was nothing serious.

Senator SMITH. Who were these people with whom you talked? Do you know?

Mr. HARDER. I do not know. I do not know the names.

Senator SMITH. Were Mr. and Mrs. Bishop there?

Mr. HARDER. Yes. I saw Mr. and Mrs. Bishop, and I saw Colonel and Mrs. Astor, and they all seemed to be of the opinion that there was no danger.

A little while after that an officer appeared at the foot of the stairs, and he announced that everybody should go to their staterooms and put on their life belts.

Senator SMITH. How long was that after the collision?

Mr. HARDER. That, I think, was a little after 12—about 12 o'clock; that is, roughly.

So, we immediately went down to our stateroom and took our life belts and coats and started up the stairs and went to the top deck. There we saw the crew manning the lifeboats; getting them ready; swinging them out. So we waited around there, and we were finally told “Go over this way; go over this way.” So we followed and went over toward the first lifeboat, where Mr. and Mrs. Bishop were. That boat was filled, and so they told us to move on to the next one.

Senator SMITH. On which side?

Mr. HARDER. The starboard side.

Senator SMITH. So that the first boat was filled?

Mr. HARDER. Yes. Somebody told us to move down toward the second one. We got to the second one, and we were told to go right in there. I have been told that Mr. Ismay took hold of my wife's arm—I do not know him, but I have been told that he did—and pushed her right in. Then I followed.

Senator SMITH. How far did you have to step from the side of the ship into the lifeboat?

Mr. HARDER. I should say it was about a foot and a half. Anyway, you had to jump. When I jumped in there, one foot went in between the oars, and I got in there and could not move until somebody pulled me over.

I forgot to say that when I went down into my stateroom in order to get the life belts, when we came out of the stateroom with the life belts I noticed about four or five men on this E deck, and one of them had one of these T-handled wrenches, used to turn some kind of a nut or bolt, and two or three of the other men had wrenches with them—Stilson wrenches, or something like that. I did not take any particular notice, but I did notice this one man trying to turn this thing in the floor. There was a brass plate or something there.

Senator SMITH. Was it marked “W. T.”?

Mr. HARDER. Yes; it was marked “W. T.,” and I do not know whether it was a “D” after that or something else. A few days before that, however, I noticed that brass plate, and, naturally, seeing the initials “W. T.,” I thought it meant water-tight doors, or compartments.

Senator SMITH. Was that in the floor?

Mr. HARDER. Yes.

Senator SMITH. On what deck?

Mr. HARDER. On E deck. It was on the starboard side of the boat, in the hallway. I think this brass plate was situated between the stairs and the elevators. The stairs were right in front of the elevators, and right in between there, I think, was this brass plate.

We heard one of these men with the wrenches say: “Well, its no use. This one won’t work. Let’s try another one.”

They did not seem to be nervous, at all; so I thought at the time there was no danger; that they were just doing that for the sake of precaution.

Senator SMITH. Did any of those men state, in your hearing, the importance of being able to turn that bolt or nut?

Mr. HARDER. No, sir; they did not.

Senator SMITH. Did you gather from what you saw that it was connected directly with the water-tight compartments?

Mr. HARDER. Yes, sir; I thought it was. I related the incident to Mr. Bishop after the accident.

Senator SMITH. How large was this plate?

Mr. HARDER. The plate was, I should say, about 10 inches or a foot wide. It was about circular. I do not remember anything else about it, except that it had the initials “W. T. C.” or “W. T. D.” or something like that. I know it had the initials “W. T.” and something else.

Senator SMITH. Proceed to tell us regarding the lifeboat.

Mr. HARDER. We got into the lifeboat, which was either No. 7 or No. 5, I do not know which.

Senator SMITH. Who was in charge of it?

Mr. HARDER. Mr. Pitman. That was the second boat to leave on the starboard side, as far as I could see.

As we were being lowered, they lowered one side quicker than the other, but we finally reached the water safely, after a few scares. When we got down into the water, somebody said the plug was not in; so they fished around to see if that was in, and I guess it was in. Then, they could not get the boat detached from the tackle, so they fussed around there for a while, and finally they asked if anybody had a knife, and nobody seemed to have a knife. Finally, one of the passengers had a knife in his possession, and they cut some rope; what it was I do not know.

Senator SMITH. Do you know what passenger that was?

Mr. HARDER. No, sir; I do not. I can not remember his name.

Senator SMITH. Do you wish to be understood as saying that the tackle or gear by which this boat was lowered did not work properly?

Mr. HARDER. You mean when we lowered down? No. That was on account of the crew up on the deck. They had two or three men on each side, letting out the rope, and they let out the rope on one side faster than the other. That caused the boat to assume this position going down [indicating] and we thought for a time that we were all going to be dumped out. We finally reached the water all right.

Then the next job was to get the ropes at each end of the boat, the bow and the stern of the lifeboat, detached. I understand there was some new patented lever on there, some device that you pull, and that would let loose the whole thing. Whether they did not know that was

there or not, I do not know; I presume they did not, because they did not seem to get it to work, and they finally had to resort to this knife.

Senator SMITH. You got away from the side of the boat?

Mr. HARDER. Yes; and we started to pull away from the ship.

We had, as I learned afterwards, about 42 people in the boat.

Senator SMITH. How many women were in the boat?

Mr. HARDER. I should say, roughly, about 30 women. That is just a guess.

Senator SMITH. And who composed the remainder of the people in the boat?

Mr. HARDER. There was this officer, and there was a sailor, and then there were about three men in the boat; as far as I could judge some kind of seamen. I do not know whether they were stewards or whether they were seamen; they were not dressed as sailors. There was only one man there with a regular sailor's hat and blouse.

Senator SMITH. Did they know anything about handling the boat?

Mr. HARDER. Yes; they seemed to be able to row as well as possible. Of course, those boats are very unwieldy sort of things, and have great big long oars.

Senator SMITH. I want to call your attention specifically to a statement made by Mr. Pitman, officer in charge of that boat. He says that they rowed off some distance from the side of the ship. Is that correct?

Mr. HARDER. Yes, sir.

Senator SMITH. And that there were cries for help, and the passengers in that boat would not permit him, Pitman, to go to their relief.

Mr. HARDER. This is the way it was, Senator: We rowed out there some distance from the ship. How far it was, I do not know. It may have been as far as a quarter of a mile, and it may have been one-eighth of a mile. At any rate, we were afraid of the suction. So the passengers said, "Let us row out a little farther." So they rowed out farther, perhaps about a half a mile; it may have been three-quarters of a mile. There we waited, and after waiting around a while, there was this other boat that came alongside, that Pitman hailed alongside; and that was either boat No. 7 or boat No. 5, I do not know which, in which Mr. and Mrs. Bishop were. We tied alongside of that, and they had 29 people in their boat, and we counted the number of people in our boat; and at that time we only counted, I think it was, 36. So we gave them four or five of our people in order to make it even, as we were kind of crowded.

Senator SMITH. This was a large lifeboat that you were in?

Mr. HARDER. Yes, sir; it was the regular size lifeboat.

They say those boats hold 60 people, but we had only the number of people I have mentioned; and, believe me, we did not have room to spare.

Then we waited out there until the ship went down. We were out there until the ship went down. After it went down, we heard a lot of these cries and yells. You could not hear any shouts for help, or anything like that. It was a sort of continuous yelling or moaning. You could not distinguish any sounds. It was more like—what I thought it was—the steerage on rafts, and that they were all hysterical. That is the way it sounded in the distance.

Then we stayed around there until daybreak, when we saw the *Carpathia*, and we rowed the distance; I do not know how far it was; probably 2 miles; it might have been less.

Senator SMITH. You agree with the others that in the morning the presence of these icebergs in large numbers was disclosed?

Mr. HARDER. Yes; I counted about 10 of them around.

Senator SMITH. How large, in your judgment, was the largest one?

Mr. HARDER. I should not like to make a statement in regard to that Senator, because I am very poor at guessing distances and dimensions. They were of good size.

Senator SMITH. Is there anything else you can say bearing on this matter that will be helpful to the committee in its endeavors to get all the facts and circumstances leading up to and subsequent to this accident?

Mr. HARDER. No, sir; there is nothing else that I can think of.

Our boat was managed very well. It is true this officer did want to go back to the ship, but all the passengers held out and said: “Do not do that. Do not do that. It would only be foolish if we went back there. There will be so many around they will only swamp the boat.” And, at the time, I do not think those people appreciated that there were not sufficient lifeboats to go around. I never paid any attention to how many lifeboats there were. I did not know.

Senator SMITH. Did your lifeboat have a light in it?

Mr. HARDER. No, sir; it did not have any light. There was a cask in the boat to contain water. I do not know whether there was any water in it or not. I would not say that there was or was not. There was also a box in there, about the size of an ordinary soap box. It was all nailed up, and I do not know what was in it. But we had no light. They did not even have matches. I had a box of matches in my pocket. There did not seem to be any matches in the boat. We thought perhaps we might need them.

Senator SMITH. That is all, Mr. Harder. We are very much obliged to you for coming.

Mr. HARDER. There is just one other point I might mention, Senator. I have been told that all these water-tight doors operate by electricity from the bridge—all the doors below the decks, in the hold—and that this one deck, F, below E deck, had doors that were worked by hand, and that this plate in the floor of E deck, to which I have referred, was the place where they were to be turned by hand.

### TESTIMONY OF JOHN R. BINNS.

[Testimony taken separately before Senator William Alden Smith, chairman of the subcommittee.]

The witness was sworn by Senator Smith.

Senator SMITH. State your full name and residence, please.

Mr. BINNS. John Robinson Binns. My residence is 235 West One hundred and thirty-second Street, New York City. At present I am on the staff of the New York American.

Senator SMITH. You were in the employ of the Marconi Wireless Telegraph Co. for some time, were you not?

Mr. BINNS. Yes; for eight years.

Senator SMITH. During that time where did you serve?

Mr. BINNS. I have served in various parts of the world; on German ships, on English ships, and also on American ships.

Senator SMITH. On what ships of the White Star Line have you served?

Mr. BINNS. On the *Republic*, *Adriatic*, and *Olympic*.

Senator SMITH. Were you the wireless operator at the time of the disaster to the *Republic*?

Mr. BINNS. I was; yes, sir.

Senator SMITH. Will you state to the committee whether news concerning that disaster was promptly sent out from the *Republic* immediately following the disaster?

Mr. BINNS. Yes; the news was sent out immediately.

Senator SMITH. And in detail?

Mr. BINNS. Not exactly in detail, but the exact details of the accident, in so far as they referred to the *Republic* generally.

Senator SMITH. As I have been informed, you gave your personal experiences to some newspaper on your arrival in New York?

Mr. BINNS. Yes, sir.

Senator SMITH. Will you state the circumstances under which that was done?

Mr. BINNS. After the sinking of the *Republic* we were transferred to the United States revenue cutter *Gresham*, and thence to the United States revenue cutter *Seneca*.

Coming up the coast I received wireless messages from various newspapers asking me for my own personal story. This I submitted to Capt. Sealby, and asked his opinion about the matter. He said that should the White Star Line have no objection to it, he certainly would not.

During the voyage I also received a message from the Marconi Co. asking me to reserve the story, if possible, for the New York Times, owing to their friendly connection with the Marconi Co., by whom I was employed at that time.

I arrived in New York, and made a report to the White Star Line, and asked Mr. Franklin if he had any objection to my writing my own personal story to the New York Times, to which he said "no."

I had the story already written out, and I had already submitted it to Capt. Sealby, and also to Mr. Franklin, and the story was then handed over to the New York Times. This story, by the way, was handed over a day and a half after the passengers on the *Republic* had been landed in New York City.

Senator SMITH. Is there anything else connected with that matter which will be useful to the committee?

Mr. BINNS. I handed in the story to the New York Times Tuesday evening, the 26th of January, and then immediately left for Mr. Bottomley's house, where I was staying at that time.

There was some dispute with the New York Times the following morning regarding the price to be paid for this story, which, I understood, was \$500. They offered me a check for \$100, which I refused. I then mentioned the matter to Mr. Bottomley, the vice president of the Marconi Co., who took the matter up with the editor of the New York Times, and a check for \$250 was eventually sent me, with an explanation saying that had the story been handed in on Monday



evening instead of Tuesday evening it would have been worth the amount they originally offered.

Senator SMITH. From your experience as a wireless operator, can you account for the failure to give to the public promptly this information pertaining to the disaster to the *Titanic*?

Mr. BINNS. The only explanation that I could give is the general inadequacy of the set installed on board the *Carpathia* to cover the distances required in communication with the land stations in that vicinity. The set on the *Carpathia* is what is known as a coil set, and the combination used is what is known as plain aerial. In this combination the antenna between the masts is joined directly to one side of the spark gap and grounded to the other.

In the event of damp or rainy weather the insulators holding the antenna between the masts, becoming moist, allow a great leakage, and this leakage dissipates the energy produced by the coil, and consequently reduces the radius of communication.

At the time of the *Titanic* disaster the atmosphere in the vicinity was rather moist, and the probability is that the *Carpathia* was unable to attain more than 75 miles communicating radius.

Senator SMITH. The testimony shows that the apparatus on the *Carpathia* was adapted to communicate 200 miles under favorable conditions, and possibly a longer distance at night under favorable circumstances.

Mr. BINNS. Under abnormal conditions.

The *Carpathia* was equipped with the same type of apparatus that was on the *Republic* at the time of the disaster to that ship.

Senator SMITH. What have you to say with reference to the discipline of operators aboard ship?

Mr. BINNS. Nominally, the operator is under the command of the captain, whose orders he must at all times obey. There are no fixed regulations in this respect, and the operator, being in charge of an apparatus that no one else on board understands, is to a great extent thoroughly in charge of the working of it. Where a single operator is employed on the ship, he uses his own discretion as to the times when he is on duty. For that purpose he is supplied with a communication chart by the Marconi Co., which he has to study and take the times for his watch in connection with this chart. The general practice on the Atlantic Ocean is to remain on watch throughout the greater part of the day and take a rest at night.

Senator SMITH. Mr. Binns, do you not think it would be more serviceable if, on ships where it is impracticable to have two operators, the watch of the single operator should be from 6 o'clock at night until 6 o'clock in the morning, in order that he might always be ready to take communications from other ships at a time when other means of observation are most difficult?

Mr. BINNS. In cases where it is impossible or impracticable to have two operators, I think that the operator himself should be on duty during the night watch, and that a cadet or wireless-telegraph learner should be supplied to take the day watch. A man of this description could be very easily obtained, and need have only a slight knowledge of the Morse code, and also a slight knowledge of the wireless apparatus. In the event of a particular ship being called and his not being able to manage the communication, he



should immediately call his chief wireless operator. However, I think, and I always have thought that in all cases two operators should be supplied to every vessel.

Senator SMITH. Let me call your attention to the fact that the *Californian* was but 14 miles from the *Titanic* when it sank. If there had been a wireless operator on duty on the *Californian*, in all probability every passenger and member of the crew of the *Titanic* could have been saved.

Mr. BINNS. Yes; that is so.

Senator SMITH. Do you know the wireless equipment of the *Californian* at this time?

Mr. BINNS. Yes. One of my last assignments in the employ of the Marconi Co. was the overhauling of that apparatus. Some minor trouble had occurred at the end of the first voyage in New York, and I was asked by the United States wireless-telegraph inspector, in my capacity as traveling inspector of the Marconi Co., to overhaul this apparatus and place it in working condition. The set on the *Californian* is a standard one and one-half kilowatt Marconi apparatus. It is in every way a modern set, and is a very efficient set, and could work to 250 miles under any circumstances.

Senator SMITH. How far could it communicate under favorable circumstances?

Mr. BINNS. Possibly, as a maximum, 500 to 800 miles.

Senator SMITH. Why did not the *Carpathia's* operator give to the *Californian* all the information in his possession regarding the *Titanic* disaster, and in that way reach the *Olympic* and some shore station that would have been serviceable in giving to the public this information?

Mr. BINNS. I do not know why. I can not conceive why he did not. I think it might possibly have been done that way. The *Californian* should have been able to communicate with Cape Race direct from the scene of the accident, which the *Carpathia* could not do.

Senator SMITH. Can you say anything else that will throw any light on the inquiry we are making as to the causes leading up to this accident and the subsequent events?

Mr. BINNS. I will say this, Senator: Immediately a vessel gets into communication with another vessel, and has seen or passed icebergs of any description, a message to that effect is sent to all others, and in this way information of dangers to navigation is always transmitted at the earliest possible moment, as a warning.

Senator SMITH. In your practice, this is regarded as the most important information that can be communicated from one ship to another?

Mr. BINNS. Yes, sir.

Senator SMITH. Have you observed any part of the construction of the *Olympic*, on which you served, which was followed in the construction of her sister ship, the *Titanic*, which you think would be of interest to the committee?

Mr. BINNS. The *Olympic* has what is known as two expansion joints. These joints are composed in this way: The ship is split completely through the deck and also through the sides of the ship to a point above the water line; the split is then joined over by a curved piece of steel, which is riveted to each side of the severed part of the ship. The idea of this joint is to reduce the excessive vibrations

caused by the high speed of the ship. In my opinion this is an element of weakness and tends to detract from its structural strength. This I observed on the *Olympic*; and the *Titanic* was built in the same way. The same feature was followed in the *Titanic*, which vessel I observed prior to her launching, and the launching of which I also witnessed in Belfast.

I have observed steamship construction, and am quite familiar with the plans of the *Olympic* and the *Titanic*, and with those of the *Mauritania* and the *Lusitania* of the Cunard Line.

From the plans of the *Olympic* and the *Titanic* the vessel has been built to meet every possible accident with the exception of a glancing blow such as the *Titanic* received. The ship has a certain number of water-tight compartments and also a double bottom; but according to the plans the sides of the ship are just a single shell under the water line, and in the event of a glancing blow extending from one end of the ship to the other the water-tight compartments would be rendered absolutely useless, owing to the fact that there is no side protection.

In the plans of the *Mauritania* and *Lusitania*, of the Cunard Line, these vessels are shown to have double cellular sides as well as a double cellular bottom. Also, on the inside of the inner plating of the cellular sides are the coal bunkers, which can also be turned into water-tight compartments. In the event of a glancing blow ripping up the side of one of these vessels, they would still remain afloat, owing to the presence of the inner shell of the vessel's cellular sides. In the event of both the outer and inner plates of the vessel's double cellular side being pierced, an extra protection is afforded by the coal bunkers, which could be temporarily turned into water-tight compartments. This is a very strong point in ship construction, and no vessel should in the future be allowed to be built without this double protection, which, in my opinion, makes a ship really unsinkable.

As nearly as I can remember, this double cellular side construction which I have described was a condition precedent to the granting of a subsidy by the British Government to these ships.

Senator SMITH. That is all, Mr. Binns. We are very much obliged to you.

### TESTIMONY OF OLAUS ABELSETH.

[Testimony taken separately before Senator William Alden Smith, chairman of the subcommittee.]

The witness was sworn by Senator Smith.

Senator SMITH. How old are you?

Mr. ABELSETH. Twenty-six years of age in June.

Senator SMITH. Did you sail on the *Titanic*?

Mr. ABELSETH. Yes.

Senator SMITH. From what port?

Mr. ABELSETH. From Southampton.

Senator SMITH. Where had you been?

Mr. ABELSETH. I had been in Norway. I left here last fall.

Senator SMITH. Where do you live now?

Mr. ABELSETH. My home is in South Dakota, where I have my homestead.

Senator SMITH. I wish you would tell the reporter when you first knew of this collision, and what you did, and where you were in the ship. I believe you were a steerage passenger?

Mr. ABELSETH. Yes, sir.

Senator SMITH. In the forward part of the ship?

Mr. ABELSETH. Yes. I was in compartment G on the ship.

Senator SMITH. Go ahead and tell us just what happened.

Mr. ABELSETH. I went to bed about 10 o'clock Sunday night, and I think it was about 15 minutes to 12 when I woke up; and there was another man in the same room—two of us in the same room—and he said to me, "What is that?" I said, "I don't know, but we had better get up." So we did get up and put our clothes on, and we two went up on deck in the forward part of the ship.

Then there was quite a lot of ice on the starboard part of the ship. They wanted us to go down again, and I saw one of the officers, and I said to him: "Is there any danger?" He said, "No." I was not satisfied with that, however, so I went down and told my brother-in-law and my cousin, who were in the same compartment there. They were not in the same room, but they were just a little ways from where I was. I told them about what was happening, and I said they had better get up. Both of them got up and dressed, and we took our overcoats and put them on. We did not take any life belts with us. There was no water on the deck at that time.

We walked to the hind part of the ship and got two Norwegian girls up. One was in my charge and one was in charge of the man who was in the same room with me. He was from the same town that I came from. The other one was just 16 years old, and her father told me to take care of her until we got to Minneapolis. The two girls were in a room in the hind part of the ship, in the steerage.

We all went up on deck and stayed there. We walked over to the port side of the ship, and there were five of us standing, looking, and we thought we saw a light.

Senator SMITH. On what deck were you standing?

Mr. ABELSETH. Not on the top deck, but on—I do not know what you call it, but it is the hind part, where the sitting room is; and then there is a kind of a little space in between, where they go up on deck. It was up on the boat deck, the place for the steerage passengers on the deck. We were then on the port side there, and we looked out at this light. I said to my brother-in-law: "I can see it plain, now. It must be a light."

Senator SMITH. How far away was it?

Mr. ABELSETH. I could not say, but it did not seem to be so very far. I thought I could see this mast light, the front mast light. That is what I thought I could see.

A little while later there was one of the officers who came and said to be quiet, that there was a ship coming. That is all he said. He did not say what time, or anything. That is all he said.

So I said to them, we had better go and get the life belts, as we had not brought them with us. So my cousin and I went down to get the life belts for all of us. When we came up again we carried the life belts on our arms for a while.

There were a lot of steerage people there that were getting on one of these cranes that they had on deck, that they used to lift things with. They can lift about two and a half tons, I believe. These

steerage passengers were crawling along on this, over the railing, and away up to the boat deck. A lot of them were doing that.

Senator SMITH. They could not get up there in any other way?

Mr. ABELSETH. This gate was shut.

Senator SMITH. Was it locked?

Mr. ABELSETH. I do not know whether it was locked, but it was shut so that they could not go that way.

A while later these girls were standing there, and one of the officers came and hollered for all of the ladies to come up on the boat deck. The gate was opened and these two girls went up.

We stayed a little while longer; and then they said, “Everybody.” I do not know who that was, but I think it was some of the officers that said it. I could not say that, but it was somebody that said “everybody.” We went up. We went over to the port side of the ship, and there were just one or two boats on the port side that were lost. Anyway, there was one. We were standing there looking at them lowering this boat. We could see them, some of the crew helping take the ladies in their arms and throwing them into the lifeboats. We saw them lower this boat, and there were no more boats on the port side.

So we walked over to the starboard side of the ship, and just as we were standing there, one of the officers came up and he said just as he walked by, “Are there any sailors here?”

I did not say anything. I have been a fishing man for six years, and, of course, this officer walked right by me and asked: “Are there any sailors here?” I would have gone, but my brother-in-law and my cousin said, in the Norwegian language, as we were speaking Norwegian: “Let us stay here together.” I do not know, but I think the officer wanted some help to get some of these collapsible boats out. All he said was: “Are there any sailors here?” I did not say anything, but I have been used to the ocean for a long time. I commenced to work on the ocean when I was 10 years old with my dad fishing. I kept that up until I came to this country.

Then we stayed there, and we were just standing still there. We did not talk very much. Just a little ways from us I saw there was an old couple standing there on the deck, and I heard this man say to the lady, “Go into the lifeboat and get saved.” He put his hand on her shoulder and I think he said: “Please get into the lifeboat and get saved.” She replied: “No; let me stay with you.” I could not say who it was, but I saw that he was an old man. I did not pay much attention to him, because I did not know him.

I was standing there, and I asked my brother-in-law if he could swim and he said no. I asked my cousin if he could swim and he said no. So we could see the water coming up, the bow of the ship was going down, and there was a kind of an explosion. We could hear the popping and cracking, and the deck raised up and got so steep that the people could not stand on their feet on the deck. So they fell down and slid on the deck into the water right on the ship. Then we hung onto a rope in one of the davits. We were pretty far back at the top deck.

My brother-in-law said to me, “We had better jump off or the suction will take us down.” I said, “No. We won’t jump yet. We ain’t got much show anyhow, so we might as well stay as long as we can.” So he stated again, “We must jump off.” But I said, “No;

not yet.” So, then, it was only about 5 feet down to the water when we jumped off. It was not much of a jump. Before that we could see the people were jumping over. There was water coming onto the deck, and they were jumping over, then, out in the water.

My brother-in-law took my hand just as we jumped off, and my cousin jumped at the same time. When we came into the water, I think it was from the suction—or anyway we went under, and I swallowed some water. I got a rope tangled around me, and I let loose of my brother-in-law’s hand to get away from the rope. I thought then, “I am a goner.” That is what I thought when I got tangled up in this rope. But I came on top again, and I was trying to swim, and there was a man—lots of them were floating around—and he got me on the neck like that [illustrating] and pressed me under, trying to get on top of me. I said to him, “Let go.” Of course, he did not pay any attention to that, but I got away from him. Then there was another man, and he hung on to me for a while, but he let go. Then I swam; I could not say, but it must have been about 15 or 20 minutes. It could not have been over that. Then I saw something dark ahead of me. I did not know what it was, but I swam toward that, and it was one of those collapsible boats.

When we jumped off of the ship, we had life preservers on. There was no suction from the ship at all. I was lying still, and I thought “I will try to see if I can float on the life belt without help from swimming,” and I floated easily on the life belt.

When I got on this raft or collapsible boat, they did not try to push me off, and they did not do anything for me to get on. All they said when I got on there was, “Don’t capsize the boat.” So I hung onto the raft for a little while before I got on.

Some of them were trying to get up on their feet. They were sitting down or lying down on the raft. Some of them fell into the water again. Some of them were frozen; and there were two dead, that they threw overboard.

I got on this raft or collapsible boat and raised up, and then I was continually moving my arms and swinging them around to keep warm. There was one lady aboard this raft, and she got saved. I do not know her name. I saw her on board the *Carpathia*, but I forgot to ask her name. There were also two Swedes, and a first-class passenger—I believe that is what he said—and he had just his underwear on. I asked him if he was married, and he said he had a wife and a child. There was also a fireman named Thompson on the same raft. He had burned one of his hands. Also there was a young boy, with a name that sounded like Volunteer. He was at St. Vincent’s Hospital afterwards. Thompson was there, too.

The next morning we could see some of the lifeboats. One of the boats had a sail up, and he came pretty close, and then we said, “One, two, three”; we said that quite often. We did not talk very much, except that we would say, “One, two, three,” and scream together for help.

Senator SMITH. Was this collapsible boat that you were in filling with water?

Mr. ABELSETH. There was water on the top.

Senator SMITH. Were you on the top of the overturned collapsible boat?



Mr. ABELSETH. No. The boat was not capsized. We were standing on the deck. In this little boat the canvas was not raised up. We tried to raise the canvas up but we could not get it up. We stood all night in about 12 or 14 inches of water on this thing and our feet were in the water all the time. I could not say exactly how long we were there, but I know it was more than four hours on this raft.

This same boat I was telling about——

Senator SMITH. The sailboat?

Mr. ABELSETH. Yes; when the *Carpathia* came she was picked up. There were several boats there then. It was broad daylight and you could see the *Carpathia*. Then this boat sailed down to us and took us aboard, and took us in to the *Carpathia*. I helped row in to the *Carpathia*.

Senator SMITH. Did you see any icebergs on that morning?

Mr. ABELSETH. We saw three big ones. They were quite a ways off.

Senator SMITH. I want to direct your attention again to the steerage. Do you think the passengers in the steerage and in the bow of the boat had an opportunity to get out and up on the decks, or were they held back?

Mr. ABELSETH. Yes, I think they had an opportunity to get up.

Senator SMITH. There were no gates or doors locked, or anything that kept them down?

Mr. ABELSETH. No, sir; not that I could see.

Senator SMITH. You said that a number of them climbed up one of these cranes?

Mr. ABELSETH. That was on the top, on the deck; after they got on the deck. That was in order to get up on this boat deck.

Senator SMITH. Onto the top deck?

Mr. ABELSETH. Onto the top deck; yes. But down where we were, in the rooms, I do not think there was anybody that held anybody back.

Senator SMITH. You were not under any restraint? You were permitted to go aboard the boats the same as other passengers?

Mr. ABELSETH. Yes, sir.

Senator SMITH. Do you think the steerage passengers in your part of the ship all got out?

Mr. ABELSETH. I could not say that for sure; but I think the most of them got out.

Senator SMITH. Did that part of the ship fill rapidly with water?

Mr. ABELSETH. Oh, yes; I think that filled up; yes. There was a friend of mine told me that he went back for something he wanted, and then there was so much water there that he could not get to his room.

Senator SMITH. Were the three relatives of yours from Norway lost?

Mr. ABELSETH. Yes; they were lost.

Senator SMITH. You never saw them after you parted from them at the time you spoke of?

Mr. ABELSETH. No, sir.

Senator SMITH. Do you know how many people there were in that lifeboat that you were in?

Mr. ABELSETH. I could not say for sure; but there must have been 10 or 12. They got saved off of this raft. There was one man from



New Jersey that I came in company with from London. I do not know what his name was. I tried to keep this man alive; but I could not make it. It was just at the break of day, and he was lying down, and he seemed to be kind of unconscious; he was not really dead, and I took him by the shoulder and raised him up, so that he was sitting up on this deck.

Senator SMITH. He was sitting on a seat?

Mr. ABELSETH. He was just sitting down right on the deck. I said to him, “We can see a ship now. Brace up.” And I took one of his hands and raised it up like that [illustrating], and I took him by the shoulder and shook him, and he said, “Who are you?” He said, “Let me be. Who are you?” I held him up like that for a while, but I got tired and cold, and I took a little piece of a small board, a lot of which were floating around there, and laid it under his head on the edge of the boat to keep his head from the water; but it was not more than about half an hour or so when he died.

Senator SMITH. That is all. We are very much obliged to you.

### TESTIMONY OF MR. NORMAN CAMPBELL CHAMBERS.

[Testimony taken separately before Senator William Alden Smith, chairman of the subcommittee.]

The witness was sworn by Senator Smith.

Senator SMITH. Please state your full name and residence.

Mr. CHAMBERS. Norman Campbell Chambers, 111 Broadway, New York.

Senator SMITH. What is your business?

Mr. CHAMBERS. Mechanical engineer.

Senator SMITH. You were on board the *Titanic* on this ill-fated voyage?

Mr. CHAMBERS. Yes, sir.

Senator SMITH. I wish you would tell the committee what you know about the collision, and any circumstances leading up to or subsequent to the impact, which may tend to throw light upon this unfortunate affair.

First, did you, after the impact, observe the condition of the watertight compartments?

Mr. CHAMBERS. Our stateroom was E-8, on the starboard side; that is the lowest berth deck, and as far as I know, we were as far forward as any of the first-cabin passengers on that deck.

At the time of the collision I was in bed, and I noticed no very great shock, the loudest noise by far being that of jangling chains whipping along the sides of the ship. This passed so quickly that I assumed something had gone wrong with the engines on the starboard side.

Senator SMITH. What did you do then?

Mr. CHAMBERS. At the request of my wife I prepared to investigate what had happened, leaving her dressing. I threw on sufficient clothes, including my overcoat. I went up, in a leisurely manner, as far as the A deck on the starboard side. There I noted only an unusual coldness of the air. Looking over the side I was unable to see anything in any direction.

I returned below, where I was joined by my wife, and we came up again to investigate, still finding nothing. However, there was then a noticeable list to starboard, with probably a few degrees of pitch; and as the ship had had a list to port nearly all afternoon, I decided to remain up, in spite of a feeling of perfect safety.

Upon returning to the stateroom for the purpose of completing dressing, I looked at the starboard end of our passageway, where there was the companion leading to the quarters of the mail clerks and farther on to the baggage room and, I believe, the mail-sorting room, and at the top of these stairs I found a couple of mail clerks wet to their knees, who had just come up from below, bringing their registered mail bags. As the door in the bulkhead in the next deck was open, I was able to look directly into the trunk room, which was then filled with water, and within 18 inches or 2 feet of the deck above.

We were standing there joking about our baggage being completely soaked and about the correspondence which was seen floating about on the top of the water. I personally felt no sense of danger, as this water was forward of the bulkhead.

While we were standing there three of the ship's officers—I did not notice their rank or department—descended the first companion and looked into the baggage room, coming back up immediately, saying that we were not making any more water. This was not an announcement, but merely a remark passed from one to the other. Then my wife and myself returned in the direction of our stateroom, a matter of a few yards only, and as we were going down our own alleyway to the stateroom door our room steward came by and told us that we could go on back to bed again; that there was no danger. In this I agreed with him, personally.

However, I finished dressing, my wife being already fully and warmly clothed, and she in the meanwhile having gone out into the passage to note any later developments, came rushing back to me, saying that she had seen another passenger who had informed her that the call had been given for life belts and on the boat deck. I went out, myself, and found my room steward passing down the alleyway, and had the order verified.

As I was at the time fully dressed and wore my heavy overcoat, in the pockets of which I had already placed certain necessities, we started up. My wife had presence of mind enough to take a life belt. I opened my steamer trunk and took out a small pocket compass, and, sending my wife on ahead, opened my bag and removed my automatic pistol.

We then proceeded immediately upward, my wife being rather alarmed, as she had also been at the time of the collision. But for her I should have remained in bed, reading.

We kept on upward, passing, at the various landings, people who did not appear to be particularly frightened, until we arrived on the A deck, going out on the port side, where I shortly found the deck steward, joked with him about opening his little office room, and obtained our two steamer rugs.

We then proceeded up the port outside companion onto the boat deck. There did not at any time seem to be any particular group of passengers around the boats on the port side, although there were seamen there unlimbering the gear.

Owing to the list being to the starboard, I assumed that the boats which were lowered on the starboard side would be sure to clear the ship, while those on the port side might have some difficulty. This was only an assumption, as I have not heard of any such difficulty since.

We then proceeded over the raised deck caused by the unusual height of the ceiling in the lounge, and came down again onto the boat deck proper on the starboard side. There I gave my wife a drink from my flask, filled my pipe, put on my life belt at her urgent request, she having hers already on, and we stood at the rail for a few moments.

I would like to call particular attention to the fact that from the moment the engines were stopped steam was of course blown out from the boilers. This, coming through one single steam pipe on the starboard side of the forward funnel, made a terrifically loud noise: so loud, indeed, that persons on the boat deck could only communicate by getting as close as possible and speaking loudly. As a matter of fact, I shouted in my wife's ear.

All this time I considered that the lifeboats were merely a precaution and, upon my wife's suggestion, we moved up forward to the entry from the deck house.

There were still quite a number of passengers coming out, the stewards standing there directing them to the boats aft.

Instead of going aft, we stepped behind the projection of this entry, which was of the vestibule type, and waited until the people had apparently ceased coming and the steward was no longer there. Then we started forward again, and, as nearly as I can remember, stopped at the last one of the forward starboard group of lifeboats. This was already swung out level with the deck and, to my eyes, appeared sufficiently loaded.

However, my wife said that she was going in that boat, and proceeded to jump in, calling to me to come. As I knew she would get out again had I not come, I finally jumped into the boat, although I did not consider it, from the looks of things, safe to put very many more people in that boat.

As I remember it, there were two more men, both called by their wives, who jumped in after I did. One of them—a German, I believe—told me, as I recollect it, later on the *Carpathia* that he had looked around and had seen no one else and no one to ask whether he should go in or not, and had jumped in.

Senator SMITH. How many people were in the boat at the time?

Mr. CHAMBERS. That I can not tell.

By the time we were settled and I began to take note of the things on the ship I noticed a tall young officer clad in a long overcoat, which may help identify him, giving orders to another officer to go into our boat and take charge of the boats on our side. As a parting injunction he gave our officer (whom I later found to be a Mr. Pitman) instructions to hold onto his painter and pull up alongside the gangway after the boat had reached the water.

Preliminary to this, and before lowering, all of which was done with absolute calm, I heard some one in authority say, “That is enough before lowering. We can get a lot more in after she is in the water.”

I remember these conversations particularly, as at the time I was wondering at the source of the order, being morally certain, myself that no doors in the ship's side had been opened.

We were then lowered away in a manner which I would consider very satisfactory, taking into account the apparent absolute lack of training of the rank and file of the crew.

Shortly before we reached the water our officer called and finally blew his whistle for them to stop lowering, that he might find out whether the plug was in or not. The inquiry was called in a loud tone of voice, to which one of the crew in our boat replied that it was; that he himself had put it in. Meanwhile a voice from above called down, as nearly as I can recollect it, “It is your own blooming business to see that the plug is in, anyhow.”

When we reached the water, we then had difficulty in casting off the falls. The little quartermaster had to crawl between our legs to the amidship portion of the boat in order to reach what was apparently called the “trigger,” which is, I believe, a mechanism used to release both falls simultaneously.

We then put out our oars and crawled away slowly from the ship until we lay some three or four hundred yards off.

Senator SMITH. Did you observe anything unusual regarding the water-tight compartments?

Mr. CHAMBERS. I was rather surprised at the time when she struck to hear no particular orders or signals for closing the water-tight doors. By those I mean such as are usually closed by the stewards, and were, when last I traveled on the Cunarders, a number of years ago, always tested by being closed by the stewards themselves at noon or thereabouts.

Senator SMITH. At noon of each day?

Mr. CHAMBERS. At noon each day, yes; when the whistle blew at noon. That was on the old *Etruria* and the *Umbria*. I never traveled on the *Campania* and *Lucania*.

While I did not make a careful examination of the mechanism of the doors, I, at the same time, had looked them over rather more than casually, on my way to and from the swimming pool in the mornings.

I remember being somewhat surprised that these doors were not nowadays operated by electricity, this being only a landsman's point of view. As a matter of fact, they were operated from the deck above, the E deck, by first removing a small boiler plate which fitted flush with the deck and was unscrewed by means of the two-forked end of a pin-spanner; that apparently giving access to the square or hexagon end of a shaft which, being rotated by another box wrench some 2 feet 6 inches in length, with a T-handle, operated a double series of bevel gears, the last shaft having on it a pinion meshing in a door rack and closing the door.

The cover plates to the mechanism of the water-tight doors, as far as I am able to state, were not removed before our final departure for the upper decks.

Senator SMITH. Did you see any attempt being made to remove them?

Mr. CHAMBERS. I did not. I saw no attempt being made to remove them.

Senator SMITH. What else can you tell about that matter that will be helpful to the committee?

Mr. CHAMBERS. I have no reason to believe that any attempt was made by the stewards, on whom I have always understood this duty devolved, to close these doors, particularly as a large percentage of the steward part of the crew were new. Seeing these door plates undisturbed just before our final departure to the upper decks, I reached the conclusion that the doors had not been closed.

In connection with my statement that a large percentage of the steward part of the crew were new, I may say that my own room steward complained to me on the second day out that he did not know where anything was on the ship, and that no one would tell him.

Whereupon, at 6.30 o'clock p. m., the hearing was adjourned until to-morrow, Saturday, May 4, 1912, at 10 o'clock a. m.

---

SATURDAY, MAY 4, 1912.

SUBCOMMITTEE OF THE COMMITTEE ON COMMERCE,  
UNITED STATES SENATE,  
*New York, N. Y.*

**TESTIMONY OF FREDERICK DAULER.**

[Testimony taken separately before Senator William Alden Smith, chairman of the subcommittee.]

The witness was sworn by Senator Smith.

Senator SMITH. State your full name, please.

Mr. DAULER. Frederick Dauler.

Senator SMITH. What is your business?

Mr. DAULER. I am a clerk for the Western Union Telegraph Co.

Senator SMITH. How old are you?

Mr. DAULER. Fifty-seven years of age.

Senator SMITH. How long have you been with the Western Union Telegraph Co.?

Mr. DAULER. Forty-one years.

Senator SMITH. As such clerk what are your duties?

Mr. DAULER. My duty is that of an attendant at the delivery window. I attend all customers. telephones, etc.

Senator SMITH. You receive messages from the operating room through a chute?

Mr. DAULER. Yes, sir; we have a chute, which is about 8 or 9 inches in diameter, which drops down from the eighth floor.

Senator SMITH. You address these messages?

Mr. DAULER. We have clerks on the desk right there by the tube, to address the telegrams.

Senator SMITH. Do you address any of them yourself?

Mr. DAULER. No, sir.

Senator SMITH. You receive these messages; and do you apportion them among these clerks?

Mr. DAULER. I get them when the other clerks do not know what to do with them. I am supposed to finish them up.



Senator SMITH. If a telegram should be received at your office and it was so directed that the address would not be readily known, they would refer it to you?

Mr. DAULER. Yes.

Senator SMITH. And you would look it up?

Mr. DAULER. Yes.

Senator SMITH. And then you would have the message addressed and delivered?

Mr. DAULER. Yes, sir.

Senator SMITH. Were you on duty on Monday, April 15?

Mr. DAULER. Yes, sir.

Senator SMITH. Between what hours?

Mr. DAULER. From 7 in the morning until half past 4 o'clock in the afternoon.

Senator SMITH. While you were on duty, did any cable or wireless message come through your hands addressed to “Islefrank”?

Mr. DAULER. Not on Monday the 15th.

Senator SMITH. On Tuesday?

Mr. DAULER. On Tuesday I saw two.

Senator SMITH. What did they say?

Mr. DAULER. It was in reference to the *Cedric*, from “Yamsi.”

Senator SMITH. Was the name “Islefrank” known to you?

Mr. DAULER. No, sir; for the reason that it was not known to the other clerks, it came to me. We generally had a record of all those code words in our book. We did not have it in this instance, and it was referred to me, and I sent a note to our cable department, 16 Broad Street. We send things down by tube, and make it “C. O.” or “commercial.” When our company has no code registration for these particular words, they ship them over to the commercial company.

In the meantime, I sent this note down. One of the other clerks saw the telegrams and surmised that it belonged to the White Star Line. Of course, I did, too. So, he had nothing to do at the time, and he went to the telephone and got the address from the cable office by telephone. In the meantime mine came back, just the same.

Senator SMITH. It is customary, is it not, to make delivery of wireless messages through the Western Union when the addressee is unknown to the wireless company?

Mr. DAULER. There are a good many of those that come to us, probably wireless, but not otherwise; that is, from London, they go down to the cable office. Wireless messages are sent by some people who are traveling, foreigners, for instance, going from place to place, under a code word, although it is against the rules of the company to accept such telegrams. For instance, a man in Detroit sends a telegram to any particular name, and of course we are not supposed to deliver it. We are supposed to notify him back. “See rule so-and-so pertaining to code addresses.”

Senator SMITH. But you do deliver them? They are delivered occasionally, just the same?

Mr. DAULER. Wireless telegrams we deliver.

Senator SMITH. If the Marconi Co. received a wireless message, and did not know the address or name of the person to whom the message was addressed, they would send it through the Western Union for delivery; and they do occasionally, do they not?



Mr. DAULER. Yes, sir.

Senator SMITH. And you have frequently handled such messages?

Mr. DAULER. Yes; very often. It is a daily occurrence.

Senator SMITH. And in that way you are obliged to read the message in order to identify it as far as you can?

Mr. DAULER. As far as we can; yes, sir.

Senator SMITH. And if there is anything in the message that discloses the person for whom it is intended, then you pass it on, through your messenger boys, to such person?

Mr. DAULER. I make the inquiry from our cable office, to make sure. Of course from reading the telegrams we get information as to whom we think they are intended for, and if we have time we telephone those people to find out whether they are for them.

Senator SMITH. On Monday, the 15th day of April, following the *Titanic* disaster you and your son talked over that disaster?

Mr. DAULER. No, sir.

Senator SMITH. Did you not see your son on Monday?

Mr. DAULER. No, sir. My son lives around the corner from where I live. He calls every Sunday morning to see me and his mother. On that Sunday morning, that was five days, almost a week, after the *Titanic* disaster, I had the newspaper before me. I generally read the paper before he comes. He came in and he said, “What is new?” That is what he generally says after he comes in and says “Good morning,” and so on. I said, “There is nothing new that I know of, only that it is quite a disaster, this *Titanic* affair.” He says, “It is awful.” That is as nearly as I can think now.

Senator SMITH. Did you not see your son after the *Titanic* disaster until the following Sunday?

Mr. DAULER. No, sir.

Senator SMITH. Did you know of his talk with Mr. Dunn?

Mr. DAULER. No, sir; not until I saw it in the newspaper. Then I knew who was referred to.

Senator SMITH. How can you account for that conversation between your son and Mr. Dunn when Mr. Dunn swears that this telegram, which passed through your hands and which was known to your son, related to the sinking of the *Titanic*?

Mr. DAULER. I can not account for any such telegram whatever. I did not see anything. In fact, it is all new to me. I do not know what he referred to at all.

Senator SMITH. Why has he avoided for several days the plain statement of the facts?

Mr. DAULER. As I understand from what I saw in the newspapers my son was afraid that I would lose my position if anything got out about it, because I happened to talk to him about the thing. Of course, I read in the papers, every day, about it. The other day I went to my manager in the Western Union, R. G. Wilson, and I told him in reference to what I saw in the newspapers; and I saw my son the night before, and I told him I wished to square this thing up; that I would like to go and see the Senator; that I would like permission from the company to see the Senator. He asked me what it was and I told him so and so—I had two minutes’ conversation with my son, and my son afterwards conversed with somebody else. I told him the telegrams that were in the paper were the telegrams that I saw; two of the three that were in the paper I did see.

Senator SMITH. Did you say anything to your son about the White Star people withholding information for purposes of reinsurance?

Mr. DAULER. No, sir. I did not know the first thing about it.

Senator SMITH. And you are very positive that you did not talk with your son during the week following the disaster, and did not see him at all?

Mr. DAULER. Yes, sir. I do not see my son except on Sunday morning.

Senator SMITH. Is it not rather unusual that you should live only a block apart and not see each other more frequently than that?

Mr. DAULER. No, sir; there is nothing unusual about it. I do not think I see my son once in six months except on Sunday. I do not go out of the house myself, and he comes to see me on Sunday morning. I go to bed every night at 9 o'clock and get up at half past 5.

Senator SMITH. If you had no information and had not communicated anything to him and through him to Mr. Dunn, why so much mystery about who you were and who your son was, and the evident desire to prevent your name from being made public?

Mr. DAULER. My son feared I would lose my job; that is the only thing. Otherwise he would have gone.

I honestly tell you that my son telephoned to me and said, “What do you think that so-and-so?” I said, “If you have the opportunity, by all means go to see Senator Smith at Washington and tell him the whole story. I see nothing in it.”

Senator SMITH. He did not go.

Mr. DAULER. He was advised differently by somebody else, I suppose, and took the other person's advice.

Senator SMITH. And Mr. Dunn was prevented by your son's efforts from disclosing his name.

Mr. DAULER. I know nothing about what transpired between my son and Mr. Dunn; but I do know that my son was on the telephone——

Senator SMITH. Do you wish to be understood as saying that no telegram passed through your hands on Monday following this accident to the *Titanic*, which you read and which disclosed the fact that the ship had sunk?

Mr. DAULER. No telegram whatever on Monday following the *Titanic* disaster; and there are only two telegrams that I saw. Those two telegrams were printed the following Sunday, four days after the telegrams actually came. That is how the conversation came along.

Senator SMITH. Did you not say to your son that it was all nonsense for the White Star people to say they did not know about this on Monday, because you knew about it?

Mr. DAULER. No, sir.

Senator SMITH (continuing). And sent a wireless message over to them by your messenger boy?

Mr. DAULER. No, sir; I did not see my son from the time of the *Titanic* disaster until the following Sunday.

My son formerly worked for the Western Union, and he knew that if any operator or employe gave out any information in reference to a telegram he would be immediately discharged.

For that reason he did not care to go to Washington and appear before the committee, I guess, on account of my place being in

jeopardy, and he kept away. But when he got me on the telephone, I could not, for the life of me, see anything in it at all. It was simply that I saw a telegram, and only told my own son a week after the *Titanic* disaster. I said: “By all means, if you have an opportunity, go on to Washington and see the Senator, and settle the whole thing.” But he must have gotten advice from somebody else, who advised him differently. The other night he came up to my house and said he had seen Senator Smith, and he told me just what the whole thing was, just as I am telling you here; and I believe he said something about your having told him to see me. I do not know anything about that.

Senator SMITH. I did.

Mr. DAULER. Anyhow, he did call up to see me. Then the next morning I went to my manager and I said to him, “Mr. Wilson, there is a whole lot of newspaper notoriety, and I am only too glad to go and explain the whole situation to the Senator. It looks so mysterious, and still there is nothing in it whatever.”

Senator SMITH. You have said everything that you care to say bearing upon this matter?

Mr. DAULER. Yes, sir.

Senator SMITH. You had nothing whatever to do with your son's refusal to disclose the names, or to appear before the committee?

Mr. DAULER. No, sir.

Senator SMITH. And nothing whatever to do with silencing Mr. Dunn?

Mr. DAULER. No, sir; I know nothing of what was going on between him and Mr. Dunn.

Senator SMITH. Do you know that this information was given to Mr. Dunn under the promise that he would not reveal the name of his informant?

Mr. DAULER. I suppose such is the case, but I know nothing about it.

Senator SMITH. That, in itself, might look as though the information was important?

Mr. DAULER. Yes; but there was nothing important about it whatever. You have the whole thing in your hands.

Senator SMITH. That is all you want to say, is it?

Mr. DAULER. I am willing to say anything I know.

Senator SMITH. That is all you can say?

Mr. DAULER. That is all I can say. There were two telegrams, and I would not have dared tell it to anybody else except my own son; and then it was only a few minutes' conversation.

Senator SMITH. That is all.

#### ADDITIONAL TESTIMONY OF HAROLD S. BRIDE.

[Before Senator William Alden Smith, at the Waldorf-Astoria Hotel.]

Senator SMITH. I have forgotten just the hour when you took the wireless instrument after you went aboard the *Carpathia*, Mr. Bride. Did you take it right away?

Mr. BRIDE. No, sir; it was Tuesday evening, about 6 o'clock.

Senator SMITH. You did not take it before that time at all?

Mr. BRIDE. No, sir.

Senator SMITH. You were not well enough?

Mr. BRIDE. I was in the hospital, sir.

Senator SMITH. You were in the hospital on board the ship?

Mr. BRIDE. On the *Carpathia*; yes, sir.

Senator SMITH. Did you ever see that message, signed Bruce Ismay and addressed “Islefrank”? [Exhibiting message.]

Mr. BRIDE. I can not say whether I have seen it or not.

Senator SMITH. It is rather an important message. If you had seen it, you would probably remember it, would you not?

Mr. BRIDE. There were several important messages sent.

Senator SMITH. You can not recollect that?

Mr. BRIDE. No, sir.

Senator SMITH. When do you expect to go home, Mr. Bride?

Mr. BRIDE. I had arranged to go home this morning; but when I got down to the *Caronia*, I could not find room on board, and on the *Minnetonka* they had no room for me.

Senator SMITH. You mean you wanted to go as a passenger?

Mr. BRIDE. Yes, sir. I think I shall wait and go back on the *Baltic*.

Senator SMITH. Who is the wireless operator aboard the *Baltic*?

Mr. BRIDE. Mr. Balfour is the senior operator, sir. He is the traveling inspector, also, for the Marconi Co.

Senator SMITH. When is Cottam going home?

Mr. BRIDE. He is going back as the third operator on the *Caronia*.

Senator SMITH. Is that a large ship?

Mr. BRIDE. Yes, sir; she is one of the best.

Here is a paper, sir, that may be of interest to you. It is a report which I have made to Mr. Cross, the traffic manager of the Marconi Co.

Senator SMITH. Yes; this is interesting. [Reading:]

No. 294 WEST NINETY-SECOND STREET,  
New York City, N. Y., April 27, 1912.

W. R. CROSS, Esq.

DEAR SIR: Hearing of the conflicting reports concerning the loss of the *Titanic*, which are being spread around, I think it is advisable for me to give you, to the best of my ability, a true account of the disaster, so that the Marconi Co. may be in full possession of all the facts.

I regret to say my memory fails me with regard to the time of the occurrence or any of the preceding incidents; but otherwise I am sure of all my statements.

The night before the disaster Mr. Phillips and myself had had a deal of trouble, owing to the leads from the secondary of the transformer having burnt through inside the casing and making contact with certain iron bolts holding the woodwork and frame together, thereby earthing the power to a great extent.

After binding these leads with rubber tape, we once more had the apparatus in perfect working order, but not before we had put in nearly six hours' work, Mr. Phillips being of the opinion that, in the first place, it was the condensers which had broken, and these we had had out and examined before locating the damage in the transformer.

Owing to this trouble, I had promised to relieve Mr. Phillips on the following night at midnight instead of the usual time, 2 o'clock, as he seemed very tired.

During Sunday afternoon, toward 5 o'clock, I was called by the *Californian* (call letters M W L) with an ice report, but I did not immediately answer, as I was writing up the abstracts; and also it used to take us some considerable time to start up the motor and alternator, it not being advisable to leave them working, as the alternator was liable to run hot.

I, however, acknowledged the receipt of the report when “M W L” transmitted it to the *Baltic*, and took it myself to the officer on watch on the bridge.

Neither Mr. Phillips nor I, to my knowledge, received any further ice reports.

About 9 p. m. I turned in, and woke on my own accord just about midnight, relieving Mr. Phillips, who had just finished sending a large batch of telegrams to Cape Race.

Mr. Phillips told me that apparently we had struck something, as previous to my turning out he had felt the ship tremble and stop, and expressed an opinion that we should have to return to Belfast.

I took over the telephone from him, and he was preparing to retire when Capt. Smith entered the cabin and told us to get assistance immediately.

Mr. Phillips then resumed the phones, after asking the captain if he should use the regulation distress call "C Q D."

The captain said "Yes," and Mr. Phillips started in with "C Q D," having obtained the latitude and longitude of the *Titanic*.

The *Frankfurt* was the first to answer. We gave him the ship's position, which he acknowledged by "OK, stbdi."

The second answer was from the *Carpathia*, who immediately responded with his position and informed us he was coming to our assistance as fast as possible.

These communications I reported myself to the captain, who was, when I found him, engaged in superintending the filling and lowering of the lifeboats.

The noise of escaping steam directly over our cabin caused a deal of trouble to Mr. Phillips in reading the replies to our distress call, and this I also reported to Capt. Smith, who by some means managed to get it abated.

The *Olympic* next answered our call, but as far as I know, Mr. Phillips did not go to much trouble with her, as we now realized the awful state of affairs, the ship listing heavily to port and forward.

The captain also came in and told us she was sinking fast and could not last longer than half an hour.

Mr. Phillips then went outside to see how things were progressing, and meanwhile I established communication with the *Baltic*, telling him we were in urgent need of assistance.

This I reported to Mr. Phillips on his return, but suggested "M B C" was too far away to be of any use.

Mr. Phillips told me the forward well deck was under water, and we got our lifebelts out and tied them on each other, after putting on additional clothing.

Again Mr. Phillips called "C Q D" and "S O S" and for nearly five minutes got no reply, and then both the *Carpathia* and the *Frankfurt* called.

Just at this moment the captain came into the cabin and said, "You can do nothing more; look out for yourselves."

Mr. Phillips again resumed the phones and after listening for a few seconds jumped up and fairly screamed, "The — fool. He says, 'What's up, old man?'" I asked, "Who?" Mr. Phillips replied the *Frankfurt* and at that time it seemed perfectly clear to us that the *Frankfurt's* operator had taken no notice or misunderstood our first call for help.

Mr. Phillips's reply to this was "You fool, stbdi and keep out."

Undoubtedly both Mr. Phillips and I were under a great strain at this time, but though the committee inquiring into the facts on this side are inclined to censure that reply, I am still of the opinion that Mr. Phillips was justified in sending it.

Leaving Mr. Phillips operating, I went to our sleeping cabin, and got all our money together, returning to find a fireman or coal trimmer gently relieving Mr. Phillips of his life belt.

There immediately followed a general scrimmage with the three of us.

I regret to say we left too hurriedly in the end to take the man in question with us, and without a doubt he sank with the ship in the Marconi cabin as we left him.

I had up to this time kept the PV entered up, intending when we left the ship to tear out the lot and each to take a copy, but now we could hear the water washing over the boat deck, and Mr. Phillips said, "Come, let's clear out."

We had nearly the whole time been in possession of full power from the ship's dynamo, though toward the end the lights sank, and we were ready to stand by with emergency apparatus and candles, but there was no necessity to use them.

Leaving the cabin, we climbed on top of the houses comprising the officers' quarters and our own, and here I saw the last of Mr. Phillips, for he disappeared walking aft.

I now assisted in pushing off a collapsible lifeboat, which was on the port side of the forward funnel, onto the boat deck. Just as the boat fell I noticed Capt. Smith dive from the bridge into the sea.

Then followed a general scramble down on the boat deck, but no sooner had we got there than the sea washed over. I managed to catch hold of the boat we had previously fixed up and was swept overboard with her.

I then experienced the most exciting three or four hours anyone could reasonably wish for, and was in due course, with the rest of the survivors, picked up by the *Carpathia*.

As you have probably heard, I got on the collapsible boat a second time, which was as I had left it, upturned. I called Phillips several times, but got no response, but learned later from several sources that he was on this boat and expired even before we were picked off by the *Titanic's* boat.



I am told fright and exposure was the cause of his death.

As far as I can find out, he was taken on board the *Carpathia* and buried at sea from her, though for some reason the bodies of those who had died were not identified before burial from the *Carpathia*, and so I can not vouch for the truth of this.

After a short stay in the hospital of the *Carpathia* I was asked to assist Mr. Cottam, the operator, who seemed fairly worn out with work.

Hundreds of telegrams from survivors were waiting to go as soon as we could get communication with shore stations.

Regarding the working of the *Carpathia*.

The list of survivors, Mr. Cottam told me, had been sent to the *Minnewaska* and the *Olympic*.

When we established communication with the various coast stations, all of which had heavy traffic for us, in some cases running into hundreds of messages, we told them we would only accept service and urgent messages, as we knew the remainder would be press and messages inquiring after some one on the *Titanic*.

It is easy to see we might have spent hours receiving messages inquiring after some survivor, while we had messages waiting from that survivor for transmission.

News was not withheld by Mr. Cottam or myself with the idea of making money, but because, as far as I know, the captain of the *Carpathia* was advising Mr. Cottam to get off the survivors' traffic first.

Quite 75 per cent of this we got off.

On arrival in New York Mr. Marconi came on board with a reporter of the New York Times. Also Mr. Sammis was present, and I received \$500 for my story, which both Mr. Marconi and Mr. Sammis authorized me to tell.

I have forgotten to mention that the United States Government sent out a ship, as they said, to assist us named the *Chester*.

Several messages passed between the commander of that vessel and the *Carpathia*, and resulted in the captain telling us to transmit the names of the third-class passengers to the *Chester*.

Though it has since been reported that the most expert operator in the United States Navy was on board the *Chester*, I had to repeat these names, nearly 300 in all, several times to him, taking up nearly a couple of hours of valuable time, though I sent them in the first place slowly and carefully.

I am now staying with relatives and waiting orders from the Marconi Co. here, who have been most considerate and kind, buying me much needed clothes and looking after me generally.

I am glad to say I can now walk around, the sprain in my left foot being much better, though my right foot remains numbed from the exposure and cold, but causes me no pain or inconvenience whatever.

I greatly appreciate the cable the company so kindly sent me and thank them for the same.

Trusting this report will be satisfactory until my return to England, I beg to remain,

Yours, obediently,

HAROLD S. BRIDE.

Mr. BRIDE. I should like to have the letter back, Senator. That is my personal copy.

Senator SMITH. Certainly. I shall return it to you.

That is all, Mr. Bride. We are very much obliged to you for coming again to-day.

### TESTIMONY OF MR. BERK PICKARD.

[Before Senator William Alden Smith, at the Waldorf-Astoria Hotel.]

The witness was sworn by Senator Smith.

Senator SMITH. State your name, age, residence, and occupation.

Mr. PICKARD. Berk Pickard; No. 229, Hebrew Immigrant Society. At the time I took passage on the *Titanic* I came from London. I am 32 years old. I am a leather worker; a bag maker. I was born in Russia, in Warsaw. My name was Berk Trembisky. I was for a long time in France and I assumed a French name. As regards private business, I am Pickard.



I was one of the third-class passengers on the *Titanic*. My cabin was No. 10 in the steerage, at the stern. I first knew of the collision when it happened, about 10 minutes to 12. We had all been asleep, and all of a sudden we perceived a shock. We did not hear such a very terrible shock, but we knew something was wrong, and we jumped out of bed and we dressed ourselves and went out, and we could not get back again. I wanted to go back to get my things but I could not. The stewards would not allow us to go back. They made us all go forward on the deck. There were no doors locked to prevent us from going back. I did not take much notice of it, and I went to the deck. The other passengers started in arguing. One said that it was dangerous and the other said that it was not; one said white and the other said black. Instead of arguing with those people, I instantly went to the highest spot.

I said to myself that if the ship had to sink, I should be one of the last. That was my first idea, which was the best. I went and I found the door. There are always a few steps from this third class, with a moveable door, and it is marked there that second-class passengers have no right to penetrate there. I found this door open so that I could go into the second class, where I did not find many people, only a few that climbed on the ladder and went into the first class, which I did. I found there only a few men and about two ladies. They had been putting them into lifeboats and as no women were there, we men sprang in the boat. We had only one woman and another young girl. There were two women. They stood just in front of me. We were lowered down, and when I was lowered down I saw the whole ship, as big as she was, the right side a little bit sinking, and I was far from imagining that it was the beginning of the end. When I was going away from the ship, of course I was rather frightened; I was sorry at not being on the ship, and I said to the seaman, "I would rather be on the ship." He was laughing at me, and he said, "Do you not see we are sinking?" I was rather excited, and I said, "It is fortunate that now the sea is nice, but perhaps in five minutes we will be turned over." So I was in the boat until 5 o'clock in the morning.

In regard to the ship, I saw the ship very quickly started sinking, and one rail went under and then another, until in a half an hour, from my point of view, the ship sank altogether.

The steerage passengers, so far as I could see, were not prevented from getting up to the upper decks by anybody, or by closed doors, or anything else. While I was on the ship no one realized the real danger, not even the stewards. If the stewards knew, they were calm. It was their duty to try to make us believe there was nothing serious. Nobody was prevented from going up. They tried to keep us quiet. They said, "Nothing serious is the matter." Perhaps they did not know themselves. I did not realize it, the whole time, even to the last moment. Of course, I would never believe such a thing could happen.

The lifeboat I got into was an ordinary lifeboat. I do not know what number it was; I am sorry to say I did not look at it. There was some seaman in charge of it, who belonged to the ship. What kind of employment the seamen were in I do not know, but they belonged to the ship.

The only warning given to the steerage passengers after the collision was that we were ordered to take our life belts and go to the deck. There was no water in the steerage when I left.

That is all I know about it. I was one of the first to go. Of course, if I had stayed until a little bit later, I would have seen a little bit more. I was one of the luckiest ones, I think.

Witness excused.

### TESTIMONY OF MR. GILBERT WILLIAM BALFOUR.

[Before Senator William Alden Smith at the Waldorf-Astoria Hotel.]

The witness was sworn by Senator Smith.

Senator SMITH. Will you state your name, residence, and occupation?

Mr. BALFOUR. Gilbert William Balfour; Stony Croft, Liverpool; I am an inspector of the Marconi Co. I have been in the employ of that company three years last October; that is, practically three years and a half, now.

Senator SMITH. In that position are you going about from station to station of the Marconi Co.?

Mr. BALFOUR. I am what we call a traveling inspector; I do shore duty, and I am sent to fit out ships at any place where that service is required. Traveling inspectors at times take charge of inspections. We are attached to particular ships. For instance, I am now attached to the *Baltic*. It is a part of our duty to fit up stations and to control traffic on the ocean.

Senator SMITH. Where were you on the 14th and 15th of April, 1912; that is, Sunday and Monday?

Mr. BALFOUR. We were just 243 miles southeast of the position of the *Titanic* when we first got her C. Q. D. call, about 11 o'clock, New York time, Sunday evening. We got the C. Q. D. call, giving his position, just saying "Struck an iceberg," giving his present position, and saying that he required immediate assistance. We did not acknowledge it direct then, but simply warned the bridge in the usual course; the ship turned around, and we took the first opportunity, which was a couple of minutes later, or it may have been five minutes later, to advise the *Titanic* that we were coming.

The next we heard from her was about 10 minutes later. I have here an extract from my book giving everything chronologically, just as the operator on the *Californian* did. These times are taken from our ship's clock, and we subsequently found that my clock is fast. As near as we can come to the fixed time, it was less than 11 o'clock. We received this message at 11 o'clock, New York time. We work always on New York time. We received a message saying the *Titanic* had struck an iceberg, and required immediate assistance, giving us her position, 41° 46' north, 50° 14' west. That message was sent immediately to the bridge, with instruction to call the officer of the watch immediately. Capt. Ranson, so far as I know, was immediately called out, and about 11.08 or 11.09 the officer came down from the bridge, in the usual course, to verify the position, and to see if I had got any additional information.

At 11.10 we heard a C. Q. message coming from the *Titanic*—that is, a message sent to all stations—saying, "Capt. Smith says, 'Get all your boats ready. Sinking.'"

I brought all the papers, in case you might want them. This is really the log that I have here. This is an exact copy of the log that I have made for the board of trade.

Senator SMITH. I think we had better have a copy of that.

Mr. BALFOUR. The times given here are times by the clock, but you can accept these times as approximate times, if you wish to. I think I had better start to read this again. I am reading from the log:

11.10 p. m.—Jamming bad, but hear *Titanic*, very faint, calling *Olympic*. Latter strong; freaky. Hear *Caronia* calling. He tells me *Titanic* requires immediate assistance.

Senator SMITH. Do you know where the *Caronia* was at that time?

Mr. BALFOUR. Yes; she was perhaps 600 miles farther east than we were. [Continuing reading:]

He tells me *Titanic* requires immediate assistance. Gives position as 41 degrees 46 minutes north; 50 degrees 40 minutes west. I advise bridge and call *Titanic*, but am unable to gain his attention. He appears to be tuned to the *Olympic*, and cuts me out.

Then comes this. At 11.20 was that message to the bridge, "Captain Smith says 'Get all your boats out. We are sinking.'"

11.35.—*Titanic* sends C. Q. message, "We are getting the women off in small boats."

I advised *Titanic* we are coming to his rescue—coming to his "assistance," is what I said.

*Caronia* repeated my message to him, which was acknowledged by Phillips, of the *Titanic*.

The next message we received from him was about 11.45, a C. Q. message, saying "Engine room getting flooded." That message was sent twice, and at the end of the second message, in the middle of the word "flooded," his motor ran down. That was probably, I suppose, when the water rose to the dynamo in the engine room. After that we simply stood by, listening to all messages.

12.10 a. m.—that is, Monday, April 15—I had signals with the *Amerika* and with the *Prinz Friedrich Wilhelm*, and told them to stand by. They called up after taking the long distance, and of course we had to tell them to stand by, to give us a chance of getting at the *Titanic*.

At 1.05 the *Virginian* was calling the *Titanic* and the *Olympic*.

At 2.10 the *Prinz Friedrich Wilhelm* called C. Q. I told him to stand by on phones for C. Q. D. call, and not touch the key.

At 3.05 the station at Eastport, Me., call letters W. Q., was asking the *Frankfurt* in re C. Q. D. calls. This station had been jamming all the night. Jamming is a term we use to indicate interferences: trying to get in; trying to get the way through.

They were talking about things not really having to do with the rescue.

Senator SMITH. How far was Eastport, Me., from you?

Mr. BALFOUR. I could not exactly say. It is on the Bay of Fundy. It is a very far and it is a very freaky station. You can hear it almost half way cross the ocean.

At 3.05, as I say, the station at Eastport, Me., asked the *Frankfurt* in re C. Q. D. calls.

At 5.05 we had the first signals with the *Carpathia*, but were unable to work him, owing to persistent jamming by the *Californian*, who was talking all the while. That was 5.05, New York time. We would be, then, somewhere about 130 miles away from the field of the *Titanic* disaster.

Senator SMITH. Do you know how far away the *Californian* was?

Mr. BALFOUR. Yes; I read about it in the papers.

Senator SMITH. She was within 15 miles.

Mr. BALFOUR. I wish we had been there. We would have had those people.

At 5.30 the *Californian* was persisting in talking to the steamship *Birma*. It was impossible for us to work.

At 5.45 a. m. the *Antillian* called C. Q. She was told to stand by. C. Q. is the general call for all stations. C. Q. D. was the old call for danger. C. Q. is the general call, and every station which hears that call must reply to it.

At 6.55 we signaled the *Carpathia*, but could do nothing for jamming by the *Californian* and the *Birma*.

At 7.10 a. m., in communication with *Carpathia*. Exchange traffic in re passengers, and get instructions to proceed to Liverpool. We turn around at 7.15 a. m. We have come west 134 miles.

That was in the direction of the *Titanic*. We had come back 134 miles.

I saw some reports, Senator, about the messages from the *Carpathia*. Perhaps you would like to have those.

Senator SMITH. I would, and the hour when each was sent, and to whom it was addressed.

Mr. BALFOUR. About 6.30 a. m. we got an unofficial message from the *Carpathia* to the *Baltic*:

The *Titanic* has gone down with all hands, as far as we know, with the exception of 20 boatloads, which we have picked up. Number not accurately fixed yet. We can not see any more boats about at all.

That was just sent from the operator of the *Carpathia* to the captain of the *Baltic*. That went to Captain Ranson.

In reply, the captain sent that message:

Can I be of any assistance to you as regards taking some of the passengers from you? Will be in the position about 4.30. Let me know if you alter your position.

COMMANDER BALTIC.

At 7.10 we received a message from the *Carpathia*, from the captain of the *Carpathia* to the captain of the *Baltic*:

Am proceeding for Halifax or New York, full speed. You had better proceed to Liverpool. Have about 800 passengers aboard.

That was the last communication we had with the *Carpathia*, but the *Californian* and the *Birma* were talking throughout the morning up to, practically, 1 o'clock. At that time we were out of touch with the *Carpathia* and the other ships around there.

Senator SMITH. When that message was received from the *Carpathia* at 6.30, how far were you from the *Carpathia*?

Mr. BALFOUR. About 124 miles.

Senator SMITH. What did you do with the information that you got in that message?

Mr. BALFOUR. That was sent to the commander, Capt. Ranson.

Senator SMITH. What was done with it?

Mr. BALFOUR. It was kept in his room.

Senator SMITH. Was it sent to any shore station?

Mr. BALFOUR. No.

Senator SMITH. Or to any other ship?

Mr. BALFOUR. No, sir; we never communicated with any shore station or any ship until we got into Crook Haven, advising about his return.

Senator SMITH. Did you get at any time, over your instrument, that message [handing witness telegram dated April 17, 1912, reading: "Deeply regret advise you *Titanic* sank this morning after collision iceberg, resulting serious loss life. Further particulars later. Bruce Ismay"]?

Mr. BALFOUR (after examining telegram). No; I did not hear that at all.

Senator SMITH. Did you express any desire to communicate the message conveying the fate of the *Titanic*, and the number of those saved, to any other ship or station?

Mr. BALFOUR. No; we refused all information to all ships.

Senator SMITH. Why?

Mr. BALFOUR. We were not directly interested in the *Titanic*, and it is against the regulations to give that information. Another thing, it is very undesirable to give the information to all the ships coming along.

Senator SMITH. Why?

Mr. BALFOUR. There is no use giving it to strange ships. It would be of no use to them.

Senator SMITH. What would you have done if you had been on the *Carpathia*, with this information that was so much desired by the people of the whole world?

Mr. BALFOUR. I should have advised the Marconi Co. officially in New York, as we are supposed by the special regulations of the company to do—to advise them—and they will give it out to the press.

Senator SMITH. If it had been impossible for you to have reached a coast station, would you have sent it to other ships which were west of the *Carpathia* and nearer to coast stations?

Mr. BALFOUR. Most certainly I should have done it.

Senator SMITH. It would have been perfectly practical and could have been done under the rules, to have given that to the *Californian*?

Mr. BALFOUR. Every Marconi station is supposed to assist in relaying the traffic of other ships.

Senator SMITH. How can you account for the failure of the *Carpathia* operator to do that?

Mr. BALFOUR. I could not account for it, unless perhaps he lost his head a bit.

Senator SMITH. Such information as this you would regard as public information of the highest character?

Mr. BALFOUR. Absolutely; the same as at the time of the *Republic* disaster we took the first opportunity of advising the land of what had happened.

Senator SMITH. You could with certainty have communicated that 6.30 message regarding the fate of the *Titanic*?

Mr. BALFOUR. Yes; but we were not in touch with the land.



Senator SMITH. Considering the fact that you had a powerful apparatus, it seems to me that would have been the natural thing to have done.

Mr. BALFOUR. No; we could not do it. We could not communicate with the land at all. We had lost the land. Our range is only about 250 miles during the day, and we were something like 500 miles away from Cape Race.

Senator SMITH. So that you would have been obliged to relay it?

Mr. BALFOUR. Yes, absolutely. Then, of course, the *Carpathia* being the ship mostly concerned, and she going westward to New York, being in touch with the *Olympic*, the natural thing for her to do would be to relay her stuff to the *Olympic*, and for that ship to relay it to the land. If we had undertaken to communicate with Cape Race, we would have been meddling, possibly, with the more important communication of the *Carpathia* with the *Olympic*, with the actual statement of the people. We only had this general statement to go on.

The regulations under which we work distinctly state as follows:

#### AVOIDANCE OF INTERFERENCE.

8. Another general obligation which is imposed on all stations alike, and which is regarded as of the highest importance, is that they shall interfere as little as possible with the working of other stations. The rules of working are largely designed to prevent such interference.

Then we come to this other rule, under the head of “Distress signal,” which reads as follows:

(d) Failing any mention of a particular station in the signal of distress, any station which receives the call is bound to answer it.

In doing this ships must beware of interfering with each other, and not more than one ship should answer if it is found that confusion results. A ship which knows from the strength of the signals of distress that she is near the ship requiring assistance should take precedence in answering and taking the necessary steps with regard to the distress signal.

That is the regulation. Therefore, under that regulation, as I had no definite information to give, the next best thing was to stand by.

Senator SMITH. Do you know of the practice or custom that has grown up among wireless operators of monopolizing and selling the information which they have by reason of their position, for their own advantage?

Mr. BALFOUR. Yes; I have heard of it and I very much resent it, because it is a distinct infringement of their oath of secrecy.

Senator SMITH. And it is bad morals, as well?

Mr. BALFOUR. It is bad morals for the service; and, as far as I am personally concerned, I do not think it is the right thing.

Before I came into the Marconi service I was for 15 years in the British post office telegraph service, and I consider that the selling of information is a violation of the oath of secrecy. It most certainly is, according to the law.

At the time of the *Republic* disaster, the only message we sent ashore was by the authority and with the full permission of the commander of the *Baltic*, Capt. Ranson. We were offered from one to five dollars per word if we would send an exclusive story ashore. Even after receiving permission from the shore to send it, we would not do so without the authority of the captain. That is the strict regulation. No Marconi operator is supposed to send



anything ashore referring to the ship, or anything like that, without the permission of his commander.

Senator SMITH. I suppose that is done, notwithstanding the injunction?

Mr. BALFOUR. I am afraid it is. What I have stated has been the principle on which I have acted throughout. I have been fighting for the position of the Marconi operators. We have got a very tough fight on with the shipping officials, and I believe you can not put up a proper fight unless you have your hands absolutely clean. We have a very, very, uphill fight. I do not suppose anybody has had any more experience in the telegraph service than I have, and I rather resent this thing of being put down as a junior or petty officer on the ship. You can not possibly have the confidence of your captain if you are going to do things behind his back.

Senator SMITH. Looking at the message which you hold in your hand, signed by Bruce Ismay, addressed to Islefrank, New York City, containing a formal statement of the sinking of the *Titanic* and the great loss of life, and with the information which I give you, that Mr. Ismay, said under oath, that he had delivered that message to the operator on the *Carpathia* between 4 and 5 o'clock Monday morning, the 15th day of April, how can you account for its failure to reach Halifax until nearly three days thereafter?

Mr. BALFOUR. It should have been sent through the quickest means to Cape Race, which would have been, probably, the *Californian*, or some other steamer west of the *Carpathia*. Probably the message was carried forward by some ship losing touch with Cape Race, and sent ashore at Sable Island. That was the only way it could get through to Halifax, or it might have been held by the *Carpathia's* operator until he got in touch with Sable Island. That was quite feasible, and quite probable.

Senator SMITH. But not very thoughtful?

Mr. BALFOUR. Not very thoughtful; certainly not.

Senator SMITH. Did you receive any message from Capt. Smith, of the *Titanic*, during her voyage, other than the ones you have described?

Mr. BALFOUR. Yes; we received a message from Capt. Smith in answer to our message sent about 11.50. The reply from the *Titanic* was received about 11.50 a. m.

Senator SMITH. On what day?

Mr. BALFOUR. On Sunday, the 14th. These messages read as follows:

S. S. "BALTIC," Apr. 14, 1912.

Capt. SMITH, *Titanic*:

Have had moderate variable winds and clear fine weather since leaving. Greek steamer *Athinai* reports passing icebergs and large quantity of field ice to-day in latitude 41.51 north, longitude 49.52 west. Last night we spoke German oil tank *Deutschland*, Stettin to Philadelphia, not under control; short of coal; latitude 40.42 north, longitude 55.11. Wishes to be reported to New York and other steamers. Wish you and *Titanic* all success.

COMMANDER.

Capt. Smith's reply, received at 12.55 p. m. on the 14th of April, reads as follows:

APRIL 14, 1912.

S. S. "TITANIC" TO COMMANDER, "BALTIC."

Thanks for your message and good wishes. Had fine weather since leaving.

SMITH.

Senator SMITH. Did you get any other messages from him?

Mr. BALFOUR. No. We gave him the unofficial ice report at the same time as we sent the original message, simply verifying the ice report that we got from the *Prinz Friedrich Wilhelm* and from the *Amerika*. I heard those ice reports going to him from the *Prinz Friedrich Wilhelm* and the *Amerika*, and I just verified their position with him unofficially.

Senator SMITH. What time was it you sent that?

Mr. BALFOUR. That would be about 10.30 a. m., on the 14th, Sunday.

Senator SMITH. What was the position of the *Amerika* at that time, do you remember?

Mr. BALFOUR. About 40 miles ahead of us.

Senator SMITH. Going the same way?

Mr. BALFOUR. Going east. The *Prinz Friedrich Wilhelm* was about 40 or 50 miles ahead of her, going in the same direction.

Senator SMITH. Did you hear anything that you now recall from the *Mount Temple*?

Mr. BALFOUR. No; we never had the *Mount Temple* at all. She was too far away.

Senator SMITH. Four very important things occurred that night which I want you to know, as an experienced wireless operator:

1. The first ship to respond to the C. Q. D. call of the *Titanic* was the *Frankfurt*, which did not give its position.

2. The next thing is that Cottam accidentally caught that C. Q. D. call from the *Titanic* as he was undressing for bed, and in five minutes more he would have had the instrument off his head.

3. Third is the belated inquiry from the *Frankfurt*, 20 minutes after the C. Q. D. call had been received, asking “What is the matter?” and there was the rejoinder of the *Titanic*’s operator, who did not know the position of the *Frankfurt*, “You are a fool. Keep out.”

4. The fourth thing is the fact that when the *Californian* called the *Titanic* to tell her of her proximity to ice, Bride was figuring his accounts and held the message off for 30 minutes.

Can you think of anything else that will throw any light upon this inquiry?

Mr. BALFOUR. No; I can not. I would like, myself, to find out where those messages originated, and the only thing I can suggest about finding out about those messages is to get the copies from the cable companies and trace them in that way.

Witness excused.

The memorandum referred to and read from by Mr. Balfour in giving his testimony is here printed in full, as follows:

[Extract of P. V. book Marconi office, steamship *Baltic*, Apr. 14, 1912.]

SUNDAY, April 14, 1912.

10.45 p. m.—Calling *Titanic*; no response.

11.10 p. m.—Jamming bad, but hear *Titanic* very faint, calling *Olympic*—latter strong; freaky. Hear *Caronia* calling. He tells me *Titanic* requires immediate assistance; gives position.

41.16 N., 50.14 W.—I advise bridge and call *Titanic*, but unable to gain his attention. He appears to be tuned to *Olympic* and cuts me out.

11.35 p. m.—*Titanic* tells *Olympic*, “We are getting the women off in small boats.” Tells *Titanic*, “*Baltic* coming to assistance.” *Caronia*, I don’t appear to reach him.

11.45 p. m.—*Titanic* says, “Engine room getting flooded.”

MONDAY, April 15, 1912.

Message from bridge gives our position 243 miles east of *Titanic*.

12.10 a. m.—Signals *Amerika* and *Prinz Fredk. Wilhelm*.

1.05 a. m.—*Virginian* now calling *Titanic* and *Olympic*.

2.10 a. m.—*Prinz Fredk. Wilhelm* calls C. Q. I tell him stand by on phones and not call.

3.05 a. m.—Eastport, Me. (station on Bay of Fundy) asks *Frankfurt* re C. Q. D. calls (he was jamming me at 11.05 p. m.).

5.05 a. m.—Signals *Carpathia*. Unable to work owing to persistent jamming by *Californian*, who is talking all the time.

5.30 a. m.—*Californian* persists in talking to steamship *Birma* such remarks as "Do you see a four-master salmon, pink smoke-stack, steamer around," etc. Impossible for us to work.

5.45 a. m.—*Antillian* calls C. Q. Told to stand by.

6.55.—Signals *Carpathia*, but can do nothing for jamming by *Californian* and *Birma*, who are carrying on long, irrevelant conversations.

7.10.—In communication with *Carpathia*; exchange traffic re passengers and get instructions to proceed Liverpool. We turn round at 7.15 a. m. We have come west 134 miles.

9.10.—Signals "United States."

9.20.—Two from *Virginian*.

10.15.—Signals *Virginian* and *Antillian*.

10.30.—*Californian* still monopolizing the air with his remarks. Carrying on conversations with every station. *Carpathia* is trying to send me a message but communication is out of the question owing to *Californian*.

11.—Still impossible to work *Carpathia* owing to *Californian* and *Prinz Adalbert*.

Noon.—By on phones trying for *Carpathia*.

12.50.—Signals *Bohemian*.

1.00.—Balfour off.

GILBERT W. BALFOUR,  
Officer in charge, Marconi Telegraphs, Steamship "Baltic."

[Copies of messages sent and received with reference to the *Titanic*.]

APRIL 14, 1912.

11.10 p. m.—Urgent message sent to bridge, "*Titanic* struck berg—position 41:46 N. 50:14. Wants immediate assistance."

11.20.—Sent to bridge, "Capt. Smith says 'Get all your boats ready, sinking.'" (Received direct from *Titanic*.)

11.35.—*Titanic* sends C. Q.: "We are getting the women off in small boats."

11.45.—*Titanic* sends C. Q.: "Engine room getting flooded."

11.50.—From *Baltic* to *Titanic*: "Capt. Smith, *Titanic*—*Baltic* coming; we are 243 miles east."

7.07 a. m.—From *Baltic* to captain, *Carpathia*: "Can I be of any assistance to you as regards taking some of the passengers from you. Will be in the position about 4.30. Let me know if you alter your position."

Commander "BAL TIC."

7.10 a. m.—From captain *Carpathia* to captain *Baltic*: "Am proceeding for Halifax or New York full speed. You had better proceed to Liverpool. Have about 800 passengers aboard."

GILBERT W. BALFOUR, care Marconi.

# **“TITANIC” DISASTER**

---

## **HEARING**

**BEFORE A**

## **SUBCOMMITTEE OF THE COMMITTEE ON COMMERCE UNITED STATES SENATE**

**SIXTY-SECOND CONGRESS**

**SECOND SESSION**

**PURSUANT TO**

### **S. RES. 283**

**DIRECTING THE COMMITTEE ON COMMERCE TO INVESTIGATE THE CAUSES LEADING TO THE WRECK OF THE WHITE STAR LINER “TITANIC”**

---

### **PART 13**

---

**Printed for the use of the Committee on Commerce**

---

**SUBCOMMITTEE OF THE COMMITTEE ON COMMERCE.**

**UNITED STATES SENATE.**

**WILLIAM ALDEN SMITH, Michigan, *Chairman*.**

**GEORGE C. PERKINS, California.**

**F. M. SIMMONS, North Carolina.**

**JONATHAN BOURNE, JR., Oregon.**

**FRANCIS G. NEWLANDS, Nevada.**

**THEODORE E. BURTON, Ohio.**

**DUNCAN U. FLETCHER, Florida.**

**W. M. MCKINSTRY, *Clark*.**

## LIST OF WITNESSES.

---

	Page.
<b>Fourteenth day:</b>	
Douglas, Mahala D. (affidavit of).....	1098
Farrell, Maurice L., managing editor Wall Street Journal (testimony of)...	1061
Farrell, Maurice L. (statement of).....	1093
Franklin, P. A. S. (telegrams to and from).....	1093
Hosey, James A. (affidavit of).....	1094
Lowe, H. G. (statement of).....	1096
Quitzeau, Dr. F. C. (affidavit of).....	1094
Weikman, A. H. (affidavit of).....	1095
<b>Fifteenth day:</b>	
Campbell, Benjamin (telegrams from P. A. S. Franklin).....	1100
Campbell, Benjamin (testimony of).....	1099
Franklin, P. A. S. (letter to B. Campbell, vice president New York, New Haven & Hartford R. R. Co.).....	1102
Minahan, Daisy (letter from).....	1105
Minahan, Daisy (affidavit of).....	1104
Ryerson, Mrs. E. B. (affidavit of).....	1102
<b>Sixteenth day:</b>	
Cone, Admiral H. I., Engineer in Chief United States Navy (memorandum from).....	1116
Knapp, Capt. John J., United States Navy, hydrographer, Bureau of Navigation (testimony of).....	1106
Knapp, Capt. John J., United States Navy (memorandum from).....	1113
Smith, George Otis, Director United States Geological Survey (letter from).	1119





# **"TITANIC" DISASTER.**

**THURSDAY, MAY 9, 1912.**

**SUBCOMMITTEE OF THE COMMITTEE ON COMMERCE,  
UNITED STATES SENATE,  
Washington, D. C.**

[Testimony taken before Senator William Alden Smith, chairman of the subcommittee, sitting separately.]

## **TESTIMONY OF MR. MAURICE L. FARRELL.**

The witness was sworn by Senator Smith.

Senator SMITH. Give your full name to the reporter.

Mr. FARRELL. Maurice L. Farrell.

Senator SMITH. Where do you reside?

Mr. FARRELL. In New York City.

Senator SMITH. What is your business?

Mr. FARRELL. I am managing news editor of Dow, Jones & Co.

Senator SMITH. How old are you?

Mr. FARRELL. Thirty-five.

Senator SMITH. How long have you been connected with Dow, Jones & Co.?

Mr. FARRELL. Since March 1, 1912.

Senator SMITH. In your capacity as managing editor, what are your duties?

Mr. FARRELL. I have general supervision of the operations of the news agency and the Wall Street Journal, which we publish.

Senator SMITH. Your duties throw you in personal contact with your reporters?

Mr. FARRELL. In direct, personal contact.

Senator SMITH. And they work under your direction and authority?

Mr. FARRELL. Exactly. Senator, if I may be permitted to offer a suggestion, I have prepared a brief statement, which, with your permission, I would like to read into the record, and which I think will save time and establish the facts.

Senator SMITH. I will give you an opportunity to do so, but I want to direct your attention specifically to two things.

In your bulletin, or ticker original—is that the proper expression?

Mr. FARRELL. Yes.

Senator SMITH. At 9.33 a. m. Monday morning, April 15, you say:

Mr. Franklin said he had received a brief wireless dispatch from the *Olympic*, saying she had talked by wireless with the *Titanic* at 4.24 o'clock this morning. The message gave no further information, Mr. Franklin said.

The message shows conclusively that the *Titanic* was still afloat six hours after the reported accident.

Then you give the names of the officers of the *Titanic*.

I desire to ask from whom you obtained that information?

Mr. FARRELL. I do not find that we published such a statement as that, Senator; at least, not at that time: I have here a full record of the tape from the beginning of business to the end of the day, and that does not appear.

Senator SMITH. That is what is called Local "A"-2, for identification. Does that help you any?

Mr. FARRELL. No; it does not.

Senator SMITH. I will proceed a little further. From your bulletin Local "A"-3, headed "Bulletin," I read as follows:

NEW YORK, April 15.

(Add *Titanic*)—A dispatch received here from Halifax, N. S., this morning reports that all the passengers of the *Titanic* had left the steamship after 3.30 o'clock this morning.

(Bulletin will stand.)

(SB. DR. 9.33 a. m.)

Following that on your original memoranda appears the following:

*Titanic*—A dispatch from Halifax reports that all passengers had left the *Titanic* in boats shortly after 3.30 this morning.

Have you that?

Mr. FARRELL. We published that dispatch on our ticker at 8.58 on the morning of April 15. We received it from the Boston News Bureau, our Boston correspondent.

Senator SMITH. Did you make any attempt to verify that statement at the White Star Line offices or through Mr. Franklin personally?

Mr. FARRELL. We did.

Senator SMITH. With what results?

Mr. FARRELL. Prior to that we had received from the White Star offices a statement somewhat similar.

Senator SMITH. Have you got it there?

Mr. FARRELL. I have; and with your permission I will read it.

Senator SMITH. Please do so.

Mr. FARRELL. This was published at our tickers at 8.35, or thereabouts. It was obtained by Mr. Gingold, one of our reporters, who is now in London. He went to London on a vacation very shortly after that. I will read the statement as it appeared on our tickers, headed "*Titanic*." It reads:

Officers of White Star Line stated at 8 o'clock this morning that passengers on the *Titanic* were being taken off in boats and that there was no danger of loss of life. The *Baltic* and the *Virginian*, they stated, were standing by to assist in the rescue work.

Senator SMITH. Is that the end of that?

Mr. FARRELL. Then there are two more items running along on the same story:

On *Titanic* there were 300 first class, 320 second class, 800 third class passengers, and a crew of 900 men.

It is not yet known whether the vessel will be saved. White Star people are in something of a quandary if she should be saved, as it is said there is no dry dock on this side of the Atlantic to take care of her.

Senator SMITH. From whom was that information received?

Mr. FARRELL. That was received at the White Star offices from some of the junior officials. Mr. Franklin had not yet arrived at the office.

Senator SMITH. Can you give me the name of your informant?

Mr. FARRELL. No, sir; I can not. Let me explain the relation of this. This was early in the morning. The early newspaper accounts had been published. There was a great crowd, and there was great excitement at the White Star offices. Dozens of newspaper men and also the relatives of passengers on the *Titanic* were all clamoring for information. In response to questions, this was the information given out by some of the representatives of the White Star Line. This particular information was not given by Mr. Franklin.

Senator SMITH. Did you make any attempt to verify it?

Mr. FARRELL. Yes; we made every attempt we could.

Senator SMITH. What did you do?

Mr. FARRELL. Then, subsequent to that, came the dispatch from Boston which you have just mentioned:

A dispatch from Halifax reports that all passengers had left the *Titanic* in boats shortly after 3.30 this morning.

Senator SMITH. Did you regard that as confirmatory?

Mr. FARRELL. We did.

Senator SMITH. Did you talk with Mr. Franklin later in the day about the information you had gotten from his office at the time just referred to?

Mr. FARRELL. We had reporters at the White Star offices all day long seeking information from Mr. Franklin and other officials, and the bulk of the news we published came from the White Star offices.

Senator SMITH. Did it come from Mr. Franklin?

Mr. FARRELL. Most of it from Mr. Franklin; some of it from some of his subordinates.

Senator SMITH. I call your attention to a bulletin which we will designate as No. 3, 9.43 a. m., April 15 [reading]:

MONTREAL, April 15.

The Montreal Star to-day says that an unofficial dispatch from Halifax stated that word had been received there that the *Titanic* was still afloat and was making her way slowly toward Halifax.

(Bulletin will stand.)

—cp—aa—ck—9.43 a. m.

Do you know anything about that?

Mr. FARRELL. No, sir; I do not find such a dispatch in our record here on our ticker tape. If the stenographer will note it, I will subsequently go over the bulletins.

Senator SMITH. I am quoting from the bulletins.

Mr. FARRELL. From the bulletins?

Senator SMITH. Yes. That was from a bulletin. Have you got them numbered?

Mr. FARRELL. Yes.

Senator SMITH. What is that one you are looking at?

Mr. FARRELL. This is No. 20. Is your memorandum numbered?

Senator SMITH. My memorandum starts with No. 1. What I have just read was from No. 3.

Mr. FARRELL. We printed nothing about the *Titanic* on bulletin No. 1. We printed nothing on bulletin No. 3—

Senator SMITH. Perhaps you will find under this Montreal date this dispatch which I have just read.

Mr. FARRELL. No, sir; I do not find that.

Senator SMITH. Do you find at 9.53 a. m. an optimistic statement by Mr. Franklin in which he said, as will be seen on page 2, which I have already quoted:

The *Olympic* has just been reported as having been in direct communication by wireless with the *Titanic*.

Mr. FARRELL. No; I do not find that either, Senator. Are you sure you have not got our bulletins confused with some one else's.

Senator SMITH. No; I wanted to know about these two things. I have here your original memorandum, from which I will now read:

*Titanic*.—Dispatch from Montreal received by White Star officials says *Titanic* was afloat at 8.30, and that women and children had not yet been taken off, though lifeboats were ready in case of emergency.

The steamship is heading in direction of Halifax, from which the *Virginian* is approaching. It is thought that bulkheads will prevent ship from sinking. *Titanic* is moving under her own engines.

This is dated 11.03 a. m., Monday, April 15.

Mr. FARRELL. I think I recall such a dispatch as that.

Senator SMITH. This is your original note, I think.

Mr. FARRELL. That is ours, yes; that is our tape.

Senator SMITH. I would like to ask where you got that information?

Mr. FARRELL. I will tell you in just a moment. [After examining papers.] That previous one which you read was as follows:

White Star officials report *Olympic* was in communication with *Titanic* at 8.24 this morning, and *Titanic* was still afloat.

I find that on the record here. I received that from the Boston News Service.

Senator SMITH. Referring to the Montreal dispatch which I just read, where did you get that information?

Mr. FARRELL (reading):

Dispatch from Montreal received by White Star officials says *Titanic* was afloat at 8.30 and that women and children had not yet been taken off, though lifeboats were ready in case of emergency.

The steamship is heading in direction of Halifax, from which the *Virginian* is approaching. It is thought that bulkheads will prevent ship from sinking. *Titanic* is moving under her own engines.

We received that from Mr. Franklin. Mr. Byrne, one of our reporters, got that from Mr. Franklin.

Senator SMITH. At the time indicated?

Mr. FARRELL. Approximately; yes. Of course all these were rush stuff. It was telephoned into the office and slapped on the ticker as quickly as possible. We published it about 10.45.

Senator SMITH. Monday morning?

Mr. FARRELL. Yes.

Senator SMITH. April 15?

Mr. FARRELL. Yes.

Senator SMITH. I now call your attention to a bulletin of Monday, April 15. I am now reading from your original. It reads as follows:

10.49 a. m.—*Titanic*.—Montreal.—Wireless message received 10 o'clock this morning said that two vessels were standing by *Titanic* and that the big vessel's passengers had been taken off.

Mr. FARRELL. That was published on our ticker tape; time, 10.49. We received it from the Laffan News Bureau, New York.

Senator SMITH. Have you in your bulletin of April 15, at 12.07 p. m., the following:

MONTREAL, April 15.

The local office of Horton Davidson, one of the *Titanic* passengers, has received the following wireless message:

“All passengers are safe and *Titanic* taken in tow by the *Virginian*.”

Mr. FARRELL. What time was that, Senator Smith?

Senator SMITH. 12.07 p. m.

Mr. FARRELL. No, sir; we have no dispatch on our ticker tape of that character at that time. At 12.12 we published this:

Wireless says *Titanic* is under way and proceeding to New York.

Senator SMITH. From whom did you receive that message?

Mr. FARRELL. From the Laffan News Bureau, New York.

Senator SMITH. Have you a complete transcript or copy of news published by your company regarding the *Titanic* disaster, which you now hold in your hand?

Mr. FARRELL. Not complete. I have the ticker tape in my hand.

Senator SMITH. And you have the bulletins?

Mr. FARRELL. The bulletins we published contained some non-essential statements which did not appear on the ticker, but all of the important items appeared on the ticker.

Senator SMITH. I would like to have you read into the record that statement, and indicate, with each item of news quoted, the sources of your information.

Mr. FARRELL. The first item we published was at approximately 8.10 a. m., April 15, as follows:

At 10.25 Sunday night new White Star liner *Titanic* called C. Q. D. and reported having struck an iceberg. Wireless received stated steamship needed immediate assistance as she was sinking at the bow.

Another message received half hour later reported the women were being put off in lifeboats. Marconi station at Cape Race notified Allan Line steamship *Virginian*, which immediately headed for the *Titanic*. At midnight the *Virginian* was about 170 miles distant from the *Titanic* and expected to reach that vessel about 10 o'clock this morning. Steamship *Baltic* is headed toward the disaster, being 200 miles away at midnight.

Last word received from sinking *Titanic* was a wireless heard by the *Virginian* at 12.27. The operator on board the *Virginian* said these signals were blurred and ended abruptly.

Among those on board are J. J. Astor, J. Bruce Ismay, Benjamin Guggenheim, George B. Widener, and Isidor Strauss.

You understand we begin business at 8 o'clock in the morning. This was a brief summary of what appeared in the morning papers, principally taken from the Herald.

Senator SMITH. Some of that information, however, you obtained direct from the White Star office—that to which I have previously called your attention?

Mr. FARRELL. I believe that one of our men, about 7.30 in the morning, went to the White Star office and got some information there, but as I recall it, he did not get much additional to what had been published in the morning papers. The Herald, the Times, and some of the other papers had rather complete accounts of it up to that time.



At 8.25 or thereabouts, in what we call our summary, which consists of the important developments over night, taken from various sources—

Senator SMITH. That was on April 15?

Mr. FARRELL. Yes; we printed this line:

White Star Liner *Titanic*, on maiden westward voyage, hit by iceberg and reported to be ~~sinking~~. Passengers being taken off.

That was taken from the general news which appeared in the morning papers.

At 8.35, or approximately that time, April 15, we published the following:

Officers of White Star Line stated at 8 o'clock this morning that passengers on the *Titanic* were being taken off in boats and that there was no danger of loss of life. The *Baltic* and the *Virginian* they stated were standing by to assist in the rescue work.

On *Titanic* there were 300 first class, 320 second class, 800 third class passengers, and a crew of 900 men.

It is not yet known whether the vessel will be saved. White Star people are in something of a quandary if she should be saved, as it is said there is no dry dock on this side of the Atlantic to take care of her.

That was obtained by Mr. Gingold, one of our reporters, from the White Star office.

Senator SMITH. From Mr. Franklin?

Mr. FARRELL. No; this was not from Mr. Franklin.

Senator SMITH. From some other of the subordinates?

Mr. FARRELL. From some of the junior officers or employees. Mr. Franklin had not yet arrived at his office.

At 8.58, or thereabouts, on April 15, we published the following:

A dispatch from Halifax reports that all passengers had left the *Titanic* in boats shortly after 3.20 this morning.

That was received from the Boston News Bureau, our Boston correspondent.

At 9.02 a. m., April 15, we published the following:

An official of White Star Line said: “There is no danger that *Titanic* will sink. The boat is unsinkable, and nothing but inconvenience will be suffered by the passengers.”

Latest information which has come to White Star office is that the *Virginian* is due alongside the *Titanic* at 10 a. m., the *Olympic* at 3 p. m., and the *Baltic* at 4 p. m.

That was obtained from Mr. Franklin by two of our reporters, Mr. Smallwood and Mr. Byrne, who both saw him at the time.

At 9.22 a. m., or thereabouts, April 15, we published the following:

Vice President Franklin, of International Mercantile Marine, says, regarding reported accident to *Titanic*: “It is unbelievable that *Titanic* could have met with accident without our being notified. We had a wireless from her late Sunday giving her position, and are absolutely satisfied that if she had been in collision with an iceberg we should have heard from her at once. In any event, the ship is unsinkable, and there is absolutely no danger to passengers.”

That was received from Mr. Franklin by Mr. Trebell, one of our reporters.

At 9.25 a. m., April 15, we published the following:

#### CAPE RACE.

Wireless advices from steamship *Virginian* said last word from wireless telegrapher on *Titanic* was received at 3.05 o'clock this morning. He said women and children were being taken off in calm sea. It is thought that *Titanic* wireless has failed, due to some local cause.

That was received from the Laffan News Bureau, of New York.  
At 9.27 we published the following:

LONDON.

Lloyd's were re— reinsuring *Titanic's* cargo to-day, but demanding premium of 50 per cent.

That was received from the Laffan News Bureau.

Senator SMITH. At what hour?

Mr. FARRELL. We published it at 9.47; so it was a few minutes before that that it came in.

Senator SMITH. Did you make any attempt to verify the **Laffan News Bureau item that an attempt was being made to reinsure the cargo with Lloyd's?**

Mr. FARRELL. No.

Senator SMITH. Did you send one of your reporters to Lloyd's, after receiving this information, where he had an interview with the representative of that firm?

Mr. FARRELL. I am not sure but that a reporter may have gone to Lloyd's. Personally I did not send any, but of course the reporter may have gone on his own initiative.

Senator SMITH. Do you know what he ascertained the fact to be?

Mr. FARRELL. No; I do not.

Senator SMITH. Did he ever report to you?

Mr. FARRELL. Not to my recollection.

Senator SMITH. I wish you would think rather carefully about this, because I do not want any mistake about it.

Mr. FARRELL. I do not recollect any reports having been made to me about the result of any investigation.

Senator SMITH. Or to anyone else in your company or to any other officer of your company?

Mr. FARRELL. There might have been; but I could not say definitely as to that.

Senator SMITH. It was the subject of some speculation and conversation in your office, was it not?

Mr. FARRELL. Yes; it was.

Senator SMITH. And was regarded as rather an unusual circumstance in connection—

Mr. FARRELL. At that time it was not regarded as so unusual, because of our information that the boat was unsinkable; and we believed that she was not going to go down.

Senator SMITH. Subsequently it became rather important?

Mr. FARRELL. Subsequently it became very important.

Senator SMITH. Have you taken any pains to ascertain the truthfulness of that publication?

Mr. FARRELL. I do not recollect any specific inquiry which we made regarding that.

Senator SMITH. Did you make any general inquiry of any representative of Lloyd's or the White Star Line regarding it?

Mr. FARRELL. We made inquiries, as I recall, from the White Star Line.

Senator SMITH. When?

Mr. FARRELL. I do not recall whether we published anything about it or not, but the other newspapers had had, as I recall, emphatic statements from the White Star Line that they had made no attempt

to reinsure or anything of that sort; and of course it was our custom, where all the other papers had something, to let it go at that.

Senator SMITH. In Wall Street, where your journal is supposed to reflect the opinion of financiers, that item was calculated to create considerable controversy, was it not?

Mr. FARRELL. Much controversy subsequently did arise on that item.

Senator SMITH. Were you criticized or threatened for publishing that reinsurance story?

Mr. FARRELL. Not to my knowledge. Any criticism of a serious nature certainly would come to my knowledge. I would be the one to whom it should be made.

Senator SMITH. Have you since been criticized for it?

Mr. FARRELL. Not directly. We have received no direct criticism. There may have been talk, but no direct criticism has come to my knowledge.

Senator SMITH. Where is the office of Lloyd's in New York?

Mr. FARRELL. I really do not know where their agent is in New York.

Senator SMITH. It is in Wall Street, is it not?

Mr. FARRELL. Some place in that neighborhood. I do not know where their New York office is.

Senator SMITH. Where is your own office in New York?

Mr. FARRELL. At No. 44 Broad Street.

Senator SMITH. In the center of the financial district?

Mr. FARRELL. Yes; approximately.

Senator SMITH. It would have been rather easy to have sent some one to the office of Lloyd's that morning, would it not, to have ascertained that important fact?

Mr. FARRELL. It would; but that morning we were working under tremendous pressure, and every man we had was bent on getting the news as to what was likely to happen to the *Titanic*, and at the time we considered the matter of reinsurance a relatively unimportant matter.

Senator SMITH. That is, you thought at the time that it was a rather desirable hazard?

Mr. FARRELL. Yes; we thought Lloyd's were willing to gamble on it. They wanted a high premium, but were willing to gamble, nevertheless.

Senator SMITH. But from your own knowledge, or from any information you have received from your associates in the publication of the Wall Street Journal, you do not know whether this was proposed or consummated or not?

Mr. FARRELL. I do not; no.

Senator SMITH. Is there any officer or stockholder of your company who is also a stockholder or officer of the White Star Line?

Mr. FARRELL. No, sir.

Senator SMITH. Or of Lloyd's?

Mr. FARRELL. No.

Senator SMITH. Or of the Western Union Co., of the Postal Telegraph Co., of the Marconi companies, or the cable companies?

Mr. FARRELL. I could not say as to that. I know none of them are officers or directors, I believe. Some of them may own 10 or 100 shares of stock in those companies, but not enough to be of any

consequence. In ordinary investments a man might own almost anything, probably, but they have no official connection.

Senator SMITH. Can you give the name of any stockholder—

Mr. FARRELL. No; I could not give any names. We have some 70 or 80 or 100 men—I guess, more than that—in our employ, and some of them may have taken some Western Union stock as an investment, or some Postal Telegraph stock or Marconi stock as an investment. That is none of our business. They are private investments.

Senator SMITH. Proceed with your reading of the messages.

Mr. FARRELL. At 9.28 a. m., or thereabouts, we published this item.

Senator SMITH. I am going to assume, Mr. Farrell, that when you state the time as 9.28, or any other time, you are now speaking of the 15th of April?

Mr. FARRELL. Oh, yes; April 15.

Senator SMITH. And that when you get beyond the 15th you will indicate that fact?

Mr. FARRELL. Yes. At 9.28 a. m. on April 15 we published the following:

Additional passengers on *Titanic* are Washington Dodge, Henry B. Harris, Col. Washington Roebling, T. Stead, Alfred G. Vanderbilt, J. Stuart White, John B. Thayer, vice president of the Pennsylvania Railroad, and Henry Harper.

That was obtained from the passenger list.

At 10.29, or thereabouts, on April 15, we published the following:

SIASCONSET, MASS.

Wireless station here early to-day got message from *S. S. Olympic* stating damage to *Titanic* was great.

That was received from the Boston News Bureau.

Directly afterwards we published the following:

White Star officials report *Olympic* was in communication with *Titanic* at 4.24 this morning, when *Titanic* was still afloat.

That also came from the Boston News Bureau.

At 10.45, or thereabouts, on April 15, we published the following:

Dispatch from Montreal received by White Star officials says *Titanic* was afloat at 8.30 and that women and children had not yet been taken off, though lifeboats were ready in case of emergency.

The steamship is heading in direction of Halifax, from which the *Virginian* is approaching. It is thought that bulkheads will prevent ship from sinking. *Titanic* is moving under her own engines.

That was received from Mr. Franklin by Mr. Byrne, one of our reporters.

At 10.49 or thereabouts, on April 15, we published the following:

MONTREAL.

Wireless message received 10 o'clock this morning said that two vessels were standing by *Titanic*, and the big vessel's passengers had been taken off.

That was received from the Laffan News Bureau.

About 10.53, I should think, we published the following:

Possibility of losing *Titanic* is severe blow to International Mercantile Marine. Like its sister ship, the *Olympic*, the *Titanic* started in with a run of hard luck. However, this loss will not be shown in forthcoming annual report, to be issued in June, as company's year closed December 31. It is expected that Mercantile Marine will earn about \$38,000,000 for year ended December 31 last, a net of. about \$8,500,000 and final surplus of about \$4,500,000. However, it is ex-

pected company will write off at least \$3,500,000 of this amount for depreciation, leaving about \$1,000,000 surplus for year.

Both the *Titanic* and *Olympic* are fully covered by a combination of company and outside insurance.

Of course, that had no direct bearing on the *Titanic*.

Senator SMITH. From whom did you get that information?

Mr. FARRELL. That was written, I believe, by Mr. Trebell. I do not know where he got that information. Of course, it had nothing to do with the disaster.

Senator SMITH. I would like, if you could get it, to know the source of that information, whether it was official or was from some other news agency.

Mr. FARRELL. We did not receive it from any other news agency. This may have been his estimate, you know. Of course, our reporters are supposed to keep very close track of the earnings of these various companies, and frequently they are able of their own knowledge to make an estimate without official information.

Senator SMITH. Then you think this information was probably put together in your office?

Mr. FARRELL. Yes; I know it was put together in our office.

Senator SMITH. In the item which you read just preceding that. I did not catch the expression, "Women and children had not yet been taken off, though lifeboats were ready in case of emergency." Was that in there?

Mr. FARRELL. That was not on the ticker tape in that message.

Senator SMITH. It is in your original memorandum.

Mr. FARRELL. It may be on the bulletin.

Senator SMITH. It is in your original memorandum.

Mr. FARRELL. I was looking at the wrong one, I see. Yes: it is here [indicating].

At 10.55, or thereabouts, on April 15, we published the following:

A wireless message to White Star Line office states that the *Virginian* is now alongside the *Titanic*.

That was received from the Laffan News Bureau.

At 11.12 a. m., or thereabouts, on April 15, we published the following:

A. S. Franklin, of International Mercantile Marine, says:

"We can not state too strongly our belief that the ship is unsinkable and passengers perfectly safe. The ship is reported to have gone down several feet by the head. This may be due from water filling forward compartments, and ship may go down many feet by the head and still keep afloat for an indefinite period."

Interruption of wireless communication with the ship, according to company officials, does not indicate danger.

That was received from Mr. Franklin by Mr. Byrne and Mr. Smallwood, two of our reporters.

At 11.15 a. m., on April 15, we published the following:

LONDON.

Information given out here states *Titanic* carried about \$5,000,000 in bonds and diamonds.

That was received from the Laffan News Service.

At 11.25 a. m., on April 15, we published the following:

Dispatch received at White Star offices from Capt. Haddock, of steamship *Olympic*, says that both the *Parisian* and *Carpathia* are in attendance on the

*Titanic*. *Carpathia* has taken off 20 boatloads of passengers. The *Baltic* is expected on the scene shortly.

That was received from Mr. Franklin by Mr. Byrne, one of our reporters, and substantially the same message at practically the same hour was received from Mr. Bottomley, an official of the Marconi Co., by Mr. Smallwood, one of our reporters.

At 12.12 p. m., or thereabouts, on April 15, we published the following:

The Sandy Hook marine operator received the following wireless on his machine at 11.36 o'clock this morning:

“ Wireless says *Titanic* is under way and proceeding to New York.”

That came from the Laffan News Bureau.

At 3.01 p. m., April 15, we published the following:

P. A. S. Franklin, vice president International Mercantile Marine, says arrangements have been made with New Haven road to send special train to Halifax to meet passengers of the *Titanic*. Train will consist of 23 sleepers, 2 diners, and coaches sufficient for 710 people.

That was received by Mr. Byrne, one of our reporters, from Mr. Franklin.

Senator SMITH. That was at what hour?

Mr. FARRELL. One minute past 3 o'clock p. m.

Senator SMITH. On Monday?

Mr. FARRELL. April 15; yes.

Senator SMITH. You say this information came from Mr. Franklin?

Mr. FARRELL. Yes, sir.

Senator SMITH. Directly to one of your reporters?

Mr. FARRELL. Yes.

Senator SMITH. That would seem to indicate that he had at that time absolute information as to the loss of the *Titanic* and the survival of only about 700 passengers from the ship's people, passengers and crew?

Mr. FARRELL. Taken at the face value, the statement would seem to indicate that, but I will explain to you later what the White Star people explained to me the following day.

Senator SMITH. Let us get this just right. This is a direct statement from Mr. Franklin, on Monday afternoon following the accident, that arrangements had been made for the survivors, indicating that he had some information——

Mr. FARRELL. I would not want you to put that in my mouth, Senator, because——

Senator SMITH. No; I am just construing this, by way of asking you a question.

That would indicate that he had some information upon which he based the necessity for caring for about 700 people. What did you publish after that?

Mr. FARRELL. About 3.15 p. m. or thereabouts, on April 15, we published the following:

CANSO, NOVA SCOTIA.

At 2 o'clock the *Titanic*, having transferred her passengers to the *Parisian* and *Carpathia*, was being towed to Halifax by the *Virginian*.

That came to us from the Laffan News Bureau.

Senator SMITH. Of course, Mr. Farrell, you note the inconsistency between that new item and the one that just precedes it?



Mr. FARRELL. Yes.

Senator SMITH. If her passengers had been transferred, as that last item would seem to suggest, there would be two thousand and odd passengers, while the only provision in the former item was for 700 survivors. Between the time of the publication of that information from Mr. Franklin and the publication of the last item to which you have referred, did you have any personal talk with Mr. Franklin?

Mr. FARRELL. I did not.

Senator SMITH. What was the time of that item?

Mr. FARRELL. 3.15 o'clock.

Senator SMITH. And that came from the Laffan News Bureau?

Mr. FARRELL. Yes. That is all we published in our news ticker on April 15 concerning this accident.

Senator SMITH. Do your bulletins for that day and the days following, up to the time of the arrival of the *Carpathia*, contain substantially the same information?

Mr. FARRELL. The bulletins contain substantially the same information.

Senator SMITH. As that contained on the ticker tape?

Mr. FARRELL. As that contained on the ticker tape; yes.

Senator SMITH. Of Monday?

Mr. FARRELL. Yes.

Senator SMITH. Do you call that the ticker tape?

Mr. FARRELL. Yes.

Senator SMITH. That is the ticker tape of Monday?

Mr. FARRELL. Yes.

Senator SMITH. And the same would be reflected in the bulletins of the succeeding days?

Mr. FARRELL. Only the story was entirely changed on the succeeding days when we got it.

Senator SMITH. Have you the ticker tape for Tuesday?

Mr. FARRELL. I have not the ticker tape for Tuesday, Wednesday, or Thursday. It was only by accident I happened to find this, because we ordinarily do not save these at all. I just happened to be able to get this.

Senator SMITH. Was it you who talked to me over the telephone the other day from your office in New York?

Mr. FARRELL. Yes; I believe I did.

Senator SMITH. I particularly wanted the tape, if it could be preserved.

Mr. FARRELL. Yes; I know, but it had not been preserved.

Senator SMITH. You have made diligent search for it?

Mr. FARRELL. Yes; we have made search for it, all over.

Senator SMITH. You have not been able to find it?

Mr. FARRELL. We just happened, by accident more than anything else, to find this of April 15. Oh, I beg your pardon. I am wrong about it. I was thinking of Thursday. I have the tape for Tuesday and Wednesday. It was Thursday I could not find.

Senator SMITH. Let us see what you have for Tuesday and Wednesday. Had we better go through the bulletins for that day, or have you compared them?

Mr. FARRELL. It is substantially the same stuff. All the important stuff appeared on the ticker also.

Senator SMITH. Can you let me see the bulletins of Monday?

Mr. FARRELL. Yes. Of course, we have the full list, and I picked out the particular stuff pertaining to the *Titanic*.

Senator SMITH. Let me ask what the effect was, upon the stock of the International Mercantile Marine Co., of the information published in the Wall Street Journal on Monday?

Mr. FARRELL. As I remember it, the stock declined about two points. I think we have a record of it in the bulletins here. I am quite sure we have.

Senator SMITH. If you can give that accurately, I would like to have it.

Mr. FARRELL. I know that from time to time during the day we published it. Here it is: International Mercantile Marine; common 2,100 shares were dealt in; opened at \$6 a share. The high was \$6; the low was \$5.50; the close was \$6.

Senator SMITH. That was on Monday?

Mr. FARRELL. Yes; there was no net change.

The preferred opened at 20, rose to 23 $\frac{1}{8}$ , and closed at 23 $\frac{1}{8}$ . That was off seven-eighths for the day, net.

Senator SMITH. What time does that indicate that the exchange opened?

Mr. FARRELL. Ten o'clock. The movements occurred between 10 a. m. and 3 p. m., so that there was that substantial change in the market value.

Senator SMITH. I take it from the publication which you manage that you are somewhat familiar with the movements of stocks.

Mr. FARRELL. Yes, sir.

Senator SMITH. What, in your opinion, was the effect upon the market value of the stock, both preferred and common, of the International Mercantile Marine Co., of the reports printed in the Wall Street Journal and upon your bulletins and ticker tape that day, giving assurance of the safety of the *Titanic*?

Mr. FARRELL. There was, you might say, virtually no market influence, because the trading was very light, and, as I just pointed out, the net change in the trades for the day on the preferred was only seven-eighths down and there was no net change for the common. At one time the preferred was down about three points. It was down about three points from the previous day's close and then recovered. The transactions were comparatively light and it really seemed to have very little market.

Senator SMITH. Suppose you had printed on that day the information that was obtained that day by Mr. Franklin, of the White Star Co., over the telephone from Montreal at 2.30 o'clock Monday morning, indicating that the *Titanic* was sinking and had not bolstered up the unfavorable news by the optimistic reports which your ticker and bulletin indicate, what, in your opinion, would have been the effect?

Mr. FARRELL. Probably about the same, because after the full extent of the case became known the Mercantile Marine market price changed very little.

Senator SMITH. Of course it was filtered out so slowly that the actual loss of the *Titanic* was not fully known to the public for two days—

Mr. FARRELL. It was known the next day, Tuesday.

Senator SMITH (continuing). After the accident occurred?

Mr. FARRELL. Yes.

Senator SMITH. That would have a tendency to strengthen the market somewhat, would it not?

Mr. FARRELL. It might have. A sudden and unexpected shock sometimes has more effect on the market than the same shock for which the market has been prepared.

Senator SMITH. But notwithstanding the belated news, the preferred stock of the International Mercantile Marine Co. went off on Monday about seven points?

Mr. FARRELL. No.

Senator SMITH. How much?

Mr. FARRELL. I think the maximum decline was about three points, all of which, except seven-eighths, had been recovered before the close, as I recall it. Maybe I can give that exactly here.

Senator SMITH. What I am seeking to show, which of course you can see very readily, is the effect of these false reports that were being constantly sent broadcast, through your paper and your ticker and your bulletins—and not alone by you——

Mr. FARRELL. And by others.

Senator SMITH (continuing). But also by others—on the market for this company's shares. I would like to have you help me as much as you can with any information you have there.

Mr. FARRELL. The comparatively small trading in the shares showed clearly enough that there was no suppression of news for market purposes, I should judge.

Senator SMITH. Although it might have operated to affect the market that way? That might, however, have been the effect of the course pursued, whether intentional or otherwise?

Mr. FARRELL. That might have been the effect on a more active stock than International Mercantile Marine, and one more widely distributed. But, you understand, Mercantile Marine is a very inactive stock.

Senator SMITH. It is closely held?

Mr. FARRELL. It is closely held, and never has been widely distributed, so far as I have been able to learn.

Senator SMITH. I suppose you would like to be understood as saying that the loss of the single ship, quite fully insured, would not necessarily break the price of the stock very much?

Mr. FARRELL. Exactly; yes. You see, the ship cost about \$8,000,000; I believe it was insured for something like \$5,000,000 or \$6,000,000; and the net loss might be \$2,000,000 to \$3,000,000, which would not break a company like the International Mercantile Marine Co., or ought not to do so, at any rate.

Senator SMITH. Have you figured out the real effect on that stock? (The witness examined a copy of the Wall Street Journal of April 15, 1912.)

Mr. FARRELL. I was going over this. If you desire, I can give the trading by hours on the stock exchange, and the prices.

Senator SMITH. I would like to have it; yes.

Mr. FARRELL. From 10 to 10.25 a. m. on April 15, 800 shares of Mercantile Marine common were traded in at 6; 200 shares Mercantile preferred at 20, and 100 at 21.

From 10.25 to 10.55 a. m., 100 shares of Mercantile Marine common were traded in at 6, and 100 at  $5\frac{1}{4}$ . Of the preferred, 300 changed hands at  $21\frac{1}{2}$ , 300 at  $21\frac{1}{8}$ , 300 at  $21\frac{1}{2}$ , 500 at  $21\frac{3}{4}$ , and 100 at  $21\frac{1}{2}$ .

From 10.55 to 11.45 a. m. on April 15, 200 Mercantile Marine common changed hands at  $5\frac{1}{2}$ , 200 at  $5\frac{1}{8}$ , and 500 at  $5\frac{1}{2}$ . Of the preferred, 200 changed hands at  $21\frac{1}{2}$ , 100 at  $21\frac{3}{4}$ , 100 at  $21\frac{1}{8}$ , and 100 at 22.

From 11.45 to 12.45 p. m. on April 15, 100 Mercantile Marine common changed hands at  $5\frac{3}{4}$ , 100 Mercantile Marine preferred at  $22\frac{1}{4}$ .

From 12.45 p. m. to 1.45 p. m. on April 15, 200 Mercantile Marine common sold at  $5\frac{3}{4}$ ; of the preferred, 200 sold at 22, 100 at  $22\frac{1}{8}$ , 100 at  $22\frac{3}{8}$ , 100 at  $22\frac{1}{2}$ , and 40 at  $22\frac{3}{4}$ .

From 1.45 to 2.15 p. m., 100 Mercantile Marine preferred sold at  $22\frac{3}{4}$ . That was the only transaction recorded during that time.

From 2.15 until 2.45 p. m. on April 15, 100 Mercantile Marine common sold at 6, 100 preferred at  $22\frac{3}{4}$ , 100 at 23, and 100 at  $23\frac{1}{8}$ .

Those were all of the transactions up to within 15 minutes of the close of the market, at 3 o'clock, according to our records.

The closing price on Mercantile Marine common was at 6; unchanged for the day. Mercantile Marine preferred closed at  $23\frac{1}{8}$ ; down  $\frac{1}{8}$  net for the day.

Senator SMITH. Mr. Farrell, the bulletins which you have handed me are all that contain news items regarding the *Titanic*, which items appeared on the ticker?

Mr. FARRELL. I think, Senator, there is one item—one bulletin—which we lost. This item which appears on the ticker, and which has already been incorporated in the record, was on one bulletin which was lost, somehow or other:

Officers of the White Star Line stated at 8 o'clock this morning that passengers of the *Titanic* were being taken off in boats and that there was no danger of loss of life. The *Baltic* and the *Virginian*, they said, were standing by to assist in the rescue.

Substantially the same thing was published in the bulletin.

Senator SMITH. In all other respects these bulletins which you have handed to the committee contain all the information that appeared on the ticker and, I assume, in the Wall Street Journal as well?

Mr. FARRELL. Yes.

Senator SMITH. Regarding the *Titanic*?

Mr. FARRELL. They contain more than appeared in the Wall Street Journal, because in making up the Wall Street Journal we rewrote the statement, partially, so as to make it more readable.

Senator SMITH. How about the succeeding days? If you have the ticker tape for Tuesday and Wednesday, I would like that?

Mr. FARRELL. Yes. Before I go I would like to compare those with the bulletin so as to be positive. They are all numbered, so that I can very easily check up.

Senator SMITH. All right.

Mr. FARRELL. This is the ticker tape for Tuesday, April 16. I suppose that I had better give this in chronological order. Since I got your telegram yesterday I have not had time to carefully check up these for Tuesday, but I think I can explain everything.

Senator SMITH. I will let you go through and check them up, if you prefer, and we will come back at 2 o'clock.

Mr. FARRELL. There is very little on this which requires investigation.

Senator SMITH. Very well; proceed.

Mr. FARRELL. At 8.02 a. m., April 16, we published the following:

White Star liner *Titanic* sank at 2.20 a. m. Monday, five hours after crashing into an iceberg. More than 1 500 persons have been drowned.

Senator SMITH. This was Tuesday, the 16th of April?

Mr. FARRELL. This is the 16th, Tuesday. You recollect that the information really came out after 6 o'clock Monday night. [Continuing reading:]

At 7.30 a. m. this morning an official of the Mercantile Marine stated that company had been receiving names of those saved all night and that so far they had received 200. He stated the captain of *Carpathia* estimated there were between 800 and 850 persons saved. The names of Mrs. J. J. Astor and maid are among those received, but no mention is made of Col. Astor or J. Archibald Butt.

Latest message is, *Carpathia* has 866 passengers aboard. Grave fears for rest of *Titanic's* passengers.

First definite message received was from Capt. Haddock, of *Olympic*, which stated: “ *Carpathia* reached *Titanic* position at daybreak. Found boats and wreckage only. *Titanic* sank about 2.20 a. m. in 41.46 north, 50.14 west. All her boats accounted for, containing about 675 souls saved, crew and passengers included. Nearly all saved women and children. Leyland liner *Californian* remained and searching exact position of disaster. Loss likely total 1,800 souls.”

That was a summary gleaned from the morning newspapers, which were at hand, and by a reporter who visited the White Star offices that morning; but they had practically nothing more than all the newspapers had at the same time.

Senator SMITH. So that you based that publication on general information?

Mr. FARRELL. On general information.

Senator SMITH. Which the papers had printed?

Mr. FARRELL. Yes.

Senator SMITH. In their morning editions?

Mr. FARRELL. Yes.

Senator SMITH. And not upon any conversation that you had with any official of the White Star Co.?

Mr. FARRELL. When our reporters visited the White Star offices we got similar information, of course. It was common property at that time.

About 8.16 a. m. Tuesday, April 16, we published the following:

It is estimated cost of building and equipping *Titanic* was between \$7,500,000 and \$8,000,000. How much insurance was carried on her has not been officially announced, but is understood to have been about \$5,000,000. Her cargo was worth \$750,000. Insurance men estimate loss to International Mercantile Marine Co. will be somewhere around \$3,000,000.

That information I received myself from one of the officials of the White Star Line, whose name I do not now recall. That has not much direct bearing.

Senator SMITH. I would like very much if we could identify the source of this information which came from the White Star. If you can think of the name of the man, I wish you would give it.

Mr. FARRELL. I can easily find out who the man was. Of course, ours being a financial publication, the financial end was what we were primarily interested in, after the humanitarian end, and some of the morning papers had vague inferences as to the loss, and desiring to get something more definite, I myself went down to the White Star Line, early that morning, somewhere around 8 o'clock, or shortly thereafter, to see Mr. Franklin, but he was engaged in a conference at that time. I wanted to inquire concerning two particulars, first, as to the value of the vessel, and, second, as to the insurance; and another point I wanted to inquire about was as to why the information subsequently proved to be false had been given out at the White Star offices all day Monday, and on what authority he based that information. We will come to that later. I was referred at that time to the head of the insurance department, I believe, for this estimate on the cost of the *Titanic* and the amount of the insurance.

Senator SMITH. Who was he, do you recall?

Mr. FARRELL. I do not recall his name, but I can find out his name and let you know.

Senator SMITH. I wish you would do so.

Mr. FARRELL. I will make a note of that.

Senator SMITH. And also please let me have the names of the other persons you talked with.

Mr. FARRELL. Yes, sir. I did not know, until I got your telegram yesterday, that you would want to go over the news of Tuesday, Wednesday, and Thursday, so that I have not identified that in so close detail as I did that of Monday. Of course it is really less important, anyhow.

About 8.28 o'clock a. m., on the 16th of April, we published in the course of our regular news summary of the morning events this item concerning the *Titanic*:

Net money loss to International Mercantile Marine from sinking of *Titanic*, estimated, \$3,000,000. About 1,350 lives lost; around 900 saved.

That was based on general information which at that time had become public.

Senator SMITH. That was on Tuesday, the 16th?

Mr. FARRELL. That was on Tuesday, the 16th.

Senator SMITH. At what hour?

Mr. FARRELL. About 8.30 a. m. About 8.45 we published the following:

White Star Line has received wireless advices so far telling that the following passengers on *Titanic* were saved.

Then follows a partial list of those who were saved.

At 8.57 a. m. we published this:

Among those passengers who have not yet been heard from are Col. John Jacob Astor, Isador Straus, George D. Widener, Maj. Archibald Butt, Benjamin Guggenheim, Charles M. Hayes, Francis D. Millett, Henry B. Harris, William T. Stead, John B. Thayer, and W. A. Roebling, 2d. Although early reports were that J. Bruce Ismay, president of International Mercantile Marine, had been saved, definite news has not yet been received confirming it.

We took the list of those who we knew were aboard or had been booked to sail, and those reported to have been saved, and these persons had not yet been reported.

Senator SMITH. That was the only source of your information?



Mr. FARRELL. Yes. Of course Wall Street was very much interested in the fate of all those men, so that we singled those out.

About 9.20 a. m., April 16, we published the following:

Cunard Line people say the *Carpathia* is expected at New York late Thursday night or Friday morning.

That was received from the Cunard Line offices by one of our reporters; I think from Mr. Stead. I am not sure about that, but it was from one of the Cunard people down there.

About 9.25 a. m. we published this:

JOHN B. THAYER AMONGST SURVIVORS.

PHILADELPHIA.

Wireless dispatch just received by family of John B. Thayer, vice president Pennsylvania Railroad, states Mr. Thayer, Mrs. Thayer, and their son were saved, and are on board the *Carpathia*.

I suppose that came from the Philadelphia News Bureau, our Philadelphia correspondent. I am not positive on that.

Senator SMITH. Do you know from whom it came?

Mr. FARRELL. I do not know. I am not positive. As I told you before, I have not had time to take up these sources of information for Tuesday and Wednesday.

About 9.30 a. m. on Tuesday we published this:

*Titanic's* lifeboat equipment, it is said, consisted of 16 lifeboats and 4 collapsible rafts, which could take care of but one out of every three aboard. Officials of bureau of inspection of steam vessels say that it is customary for vessels to carry sufficient life-saving apparatus for but one-third of its complement and passenger list.

Senator SMITH. Where did you get that information?

Mr. FARRELL. I do not know exactly where we got this, but it is a compilation which anyone in the office might have made, having no direct bearing on the disaster itself, and I rather think that it was prepared in the office.

Then, about 9.40 a. m., we published this:

Police reserves have been called to handle the crowd which filled White Star Line offices.

Of course that was from some of our reporters down at the White Star offices.

At 9.42 a. m. we published this:

All securities on the *Titanic* addressed to Wall Street and transfer offices of various American railroads and other corporations were necessarily insured. In order to effect this insurance in London a list must be made out, and this is certified by the notary public before the American consul. It is necessary, therefore, to secure a duplicate of this in order to obtain from companies concerned a reissue of securities. A bond must be filed for twice the amount involved, and there is the usual and legal delay for public notice by advertising in newspapers before new securities can be issued.

Proof of loss must be submitted and actual sinking of the *Titanic* is not necessarily conclusive. Registered mail from the steamer *Oregon* was picked up several days afterwards, and it is quite conceivable that responsible officers of the *Titanic*, knowing that vessel was sinking, endeavored to save the registered packages.

That was simply written up by one of our men who knew the usual procedure in such cases.

Senator SMITH. Without any definite information?

Mr. FARRELL. Well, except his general knowledge of the procedure in such cases.

About 9.56 a. m. we published this:

White Star officials this morning say first news they had directly yesterday was received after 6 p. m. They gave out to all inquirers the indirect information they had received in newspaper reports from various quarters and unofficial wireless despatches said to have been received at Montreal, Halifax, and other places.

The news men took these reports from White Star office and believed them to be official, and White Star officials believed them to be authentic, although not directly received.

I got that message out from the White Star offices, as I mentioned a while ago. I went down there to find out why they had given out these dispatches and published them, which had subsequently proven to be false. I went to see Mr. Franklin, but he was held up in a conference, and I wanted to get at some one in authority as soon as I could, so that I was turned over to one of his assistants, and I asked him, “How is it that these dispatches were given? This information came from your office yesterday.” I said, “Did you receive that news?” He said, “No; the first definite news we received was after 6 o'clock last night, and directly after that we called up the newspapers and gave it out.” I said, “Well, our reporters were down here yesterday at the White Star Line offices all day.” He said, “Well, that was not official. We had received that information from various sources, and we just gave it out.”

Senator SMITH. You are now giving the conversation you had with him?

Mr. FARRELL. Yes; that is approximately it.

Senator SMITH. And when you say “6 o'clock” you mean 6 o'clock; you do not mean——

Mr. FARRELL. To be exact, I think he said around 6.30.

Senator SMITH. Around 6.30?

Mr. FARRELL. Yes. As I remember, he first said after 6 o'clock, and then I said “What time is it?” He then said that it was around 6.30.

Senator SMITH. So that that declaration stands?

Mr. FARRELL. Yes.

Senator SMITH. Of course, the importance of that declaration lies in the fact that at 7.51 that night a telegram was sent by the White Star office to Representative Hughes of West Virginia that everybody was saved. That is the reason why I was so anxious to have you fix the hour.

Mr. FARRELL. Yes. I guess it has been pretty definitely established that they actually did receive the news between 6.20 and 6.30 Monday night.

Senator SMITH. This information that you give is direct and positive?

Mr. FARRELL. Yes.

Senator SMITH. All right.

Mr. FARRELL. About 10.20 a. m. on Tuesday we published this:

The Marconi office at 27 William Street received word from Cape Race station that communication has been had with the *Virginian*. They do not think that any of *Titanic's* passengers are aboard. Station at Sable Island has been in communication with *Parisian* and she has no passengers aboard.

That was received from the Marconi office by one of our reporters whom I sent over there. I do not remember just which one it was, now.

Senator SMITH. This was after 10 o'clock a. m.?

Mr. FARRELL. It was approximately 10.20 a. m., I should say; some place around there.

We also at that same time published the following:

CAPE RACE.

Early to-day a wireless was picked up from steamship *Olympic*, which confirmed the report that steamer *Carpathia*, with 866 survivors of *Titanic*, mostly women and children, is being rushed to New York. The message ends as follows:

“ Grave fears are felt for safety of balance of passengers and crew.”

I do not identify, for the moment, where that one came from. That is one that I did not have an opportunity to investigate thoroughly. It is innocuous, anyhow.

About 10.30 a. m. on Tuesday we published the following:

Following are among names of second-class passengers reported saved.

Then follows another partial list from the list which the White Star office was receiving from the Cunard office.

Also we published the following:

Up to 10.30 members of the Astor family had received no word from Col. John Jacob Astor. The Guggenheim family was likewise without news from Benjamin Guggenheim.

At 10.40 a. m. we published this:

Cunard Line received following wireless from captain of *Carpathia*: “Am proceeding New York, unless otherwise ordered, after having consulted with Mr. Ismay and considering circumstances. With so much ice about, consider New York best. Large number of icebergs and 20 miles field ice.”

Message is broken here.

Another message says: “*Titanic* struck iceberg Monday, 3 a. m., 41.46 north, 50.14 west. *Carpathia* picked up many passengers in boats. Will wire further particulars. Proceeding back to New York.

Senator SMITH. What is the hour of that first message?

Mr. FARRELL. From the item's time, I should say it was about 10.37 or 10.38.

Senator SMITH. From whom was that received?

Mr. FARRELL. The first one was received from the Cunard Line. I had two or three reporters down there all day.

Senator SMITH. And the second one was received from whom?

Mr. FARRELL. I think it likely that the second one came from the same place, but I am not positive of that. There may be something on it here to show.

At 10.35 a. m., under the heading “Market,” we published the following:

Mercantile Marine 4½s. 65½; off 2½. Mercantile Marine 5s. off 1½; preferred. 20¼, off 2½.

So that, you see, the following morning, when the news of the disaster did come out, the bonds broke a little over two points; the 4½s and the stock was off a little over two points.

Senator SMITH. It does not say what the change was in the common stock.

Mr. FARRELL. No; there was probably no trading in the common stock. However, I can give you the prices on that also for the day.

About 10.50, April 16, we published the following:

Officials of Anchor Line dispatched a marconigram to steamship *Californian* Monday night ordering her to stand by on scene of *Titanic* disaster until relieved to pick up any survivors who have not already been rescued.

BOSTON.

It was announced here at White Star Line local office that a wireless had been received from St. Johns, New Brunswick, stating steamship *Virginian* is making for that port. It is thought she may have some survivors of *Titanic* on board.

At the same time a despatch from Southampton was published, as follows:

SOUTHAMPTON.

It is officially announced Lord and Lady Duff-Gordon were traveling on steamship *Titanic* incognito as Mr. and Mrs. Morgan.

I have not ascertained definitely where those did come from.

Then at 10.55 a. m. on Tuesday we published an additional list of passengers received from the offices.

At 11.07, approximately, April 16, we published this:

Montreal office of Allan Line received a wireless from the *Virginian* that she and the *Parisian* reached scene of *Titanic*'s collision too late to save any passengers and that former boat resumed her course to Liverpool.

I have not any note on that, as to where it came from. I have not identified the source of that message.

At 11.17 a. m. on Tuesday we published an additional list of passengers saved.

At about 11.32 a. m. we published this:

Representatives of White Star Line discredit the rumor that there was large amount of securities on board *Titanic* running up to several millions. When boat sailed the White Star people received no word that any securities were aboard, as they usually do when any considerable quantity of stocks or bonds were shipped on one of their boats.

One of our reporters got that from the White Star office.

Senator SMITH. Do you know the name of his informant?

Mr. FARRELL. No, I do not. About 11 o'clock Tuesday morning, or I should say about 11.40 a. m., we published this:

White Star Line received message saying Charles M. Hayes, president Grand Trunk Railway, is among survivors.

I remember that distinctly, because I handled it myself. We were, of course, trying to find out, as to all these prominent men, whether they were saved or not, and I asked one of the men to call up the Grand Trunk offices in New York, and the Grand Trunk offices said that they had received word from the White Star Line saying that it had advices saying that Mr. Hayes was among the survivors, which subsequently proved false. He was not.

Senator SMITH. Did you seek to verify that item from any White Star official?

Mr. FARRELL. We did later, but not at that time.

Senator SMITH. Before its publication?

Mr. FARRELL. No. The Grand Trunk office told us they had received word from the White Star Line that the White Star had received advices that Mr. Hayes was saved. Our experience has been that in matters of that sort the railroad officials are usually to be relied upon.

About 11.48 a. m., I should say, on April 16, we published this:

White Star officials say that 318 out of 350 first-class passengers on *Titanic* have been accounted for.

That came from the White Star office.

About 12.25 p. m., April 16, we published this:

According to officials of Cunard Line there is no ground for fear that *Carpathia* is overloaded because of having picked up 800 *Titanic* passengers, as vessel can accommodate nearly 2,500 persons, or several hundred more than are now on board.

We got that by inquiry at the Cunard Line, because a rumor had got afloat that the *Carpathia* might founder on account of her heavy load.

About 12.30 p. m., April 16, we published this:

Vice President Franklin, of International Mercantile Marine, says that White Star Line is holding no information back. *Olympic* is now standing off Cape Race and is relaying names of passengers on *Carpathia* to Cape Race.

With regard to that statement, in newspaper circles early that morning, there was a general feeling that all the news had not been allowed to get out, and some of the reporters down there went so far as to make it pretty plain to Mr. Franklin that they suspected he was holding something back, and that was the statement he made. Of course, there was a large gathering of reporters there, and this charge was made. I do not know just the details, and I am giving the report of one of my reporters who sent it to me, but he was asked rather pointedly, and he declared positively that he was holding no information back, and he said that he would show them the original dispatch from Capt. Haddock. Then the reporters went out, and he called them back, and did show them the original dispatch from Capt. Haddock, which conformed with the statement which he had given out regarding it.

Senator SMITH. Did you have any personal conversation with him about the matter that day?

Mr. FARRELL. No; I did not. About 1.20 p. m., April 16, we published a general story on the International Mercantile Marine Co. Do you want that read into the record?

Senator SMITH. What does that refer to?

Mr. FARRELL. It reads as follows:

#### MERCANTILE MARINE CO.

International Marine Steamship Co. was one of Morgan's promotions of 10 years ago, following in wake of United States Steel Corporation. Steel came out in April, 1901, and the steamship company in October, 1902.

The big billion dollar corporation floated successfully in Wall Street, but International Mercantile Marine, which performs relatively greater public service for relatively less cost, has never really floated. Insurance companies and other underwriters had to hold their bonds, which represented real value, and they have always sold on this side of the water for far less than replacement value of the property, to say nothing of good will.

On the other side of the water the capture of White Star Line by American bankers aroused storm of indignation in England, and caused heavy subsidies for Cunard Steamship Co. and rivalry of building of big ships. In a few years all steamship companies suffered an era of low rates and reduced or suspended dividends.

Recently tonnage rates over the world have been much higher, and prosperity and dividends and increased surpluses were in sight.

The record of International Marine seems to be thus far the poverty of low ocean rates or on high ocean rates steamship disaster.

It was figured that company could charge off for 1911 \$3,500,000 and raise its surplus account by about a million. The *Titanic* disaster, with net loss above all insurance of \$2,000,000, will set back the surplus to a deficit, but not as far back as deficit of \$1,297,354 at the close of 1909.

Senator SMITH. From whom did you receive that information?

Mr. FARRELL. That was written by a man who regularly looks after the International Marine Co. I suppose most of it was matter of record.

Senator SMITH. In your office?

Mr. FARRELL. Yes; in the statistical books—the Financial Chronicle and others in our office, and it was simply a bringing together of matters of record.

About 1.54 p. m., April 16, we published this:

No word has been received as to the fate of Edgar J. Meyer, vice president Braden Copper Co., who was on the *Titanic*. He is a brother of Eugene Meyer, jr., of firm of Eugene Meyer, Jr., & Co. Nor has anything been heard as yet from Bradley Cumings, of Stock Exchange firm, Cumings & Marckwald, or from Benjamin Guggenheim, president International Steam Pump Co.

That information was received by our reporters from Eugene Meyer, jr., brother of Edgar J. Meyer, and from some of the Guggenheim family, and from some of the Cumings family.

About 2.07 p. m., April 16, we published this:

Officials of Cunard Line have sent about a dozen messages to Capt. Rostron of the *Carpathia*, but have been unable to secure any answers, and do not know whether or not the wireless operators have been able to reach the vessel.

It is understood that when *Carpathia* arrives here Thursday night customs regulations will be waived and ship will not be boarded until a landing is made at the New York pier.

That came from the Cunard offices. Everybody was wondering why they could not get more information about it.

Senator SMITH. I am glad to have that item appear in the record.

Mr. FARRELL. About 2.20 p. m., April 16, we published this:

Although White Star Line has received wireless advices that 318 out of the 350 first-cabin passengers have been saved, the names of only 181 of these have so far been received. The identity of the others is still unknown. The names of 111 second-class passengers have been reported.

That was based on information we got from the White Star offices.

There is an apparent conflict there. We received advices through the White Star Line that 318 of the first-cabin passengers had been saved, but only 181 names were reported. I made inquiries to find out why the rest of them were not reported, and finally they answered that their names had not been received. It occurred to me that possibly only 181 had been saved, inasmuch as we had only that many names.

At 2.26 p. m. we published the following from Washington:

WASHINGTON.

Expressing his horror at reports of *Titanic* disaster, Chairman Alexander, of House Committee on Merchant Marine, said that if it was shown there were not more than enough lifeboats aboard the ship than to save one-third of passengers immediate steps would be taken to close American ports to all vessels which did not carry sufficient life-saving apparatus to save all on board.



Regarding report that wireless communication with the wrecked vessel and ships which went to her rescue was interrupted by amateurs, Mr. Alexander said a bill would shortly be reported from his committee to regulate radio communication and prevent such interference in future.

That we got from the Washington correspondent.

About 2.55 p. m., on April 16, we published the following:

The *Lapland*, of Red Star Line, sailing Saturday, will take first and second cabin passengers booked for the *Titanic*. She will call at Plymouth and Cherbourg and go on to Antwerp.

That does not amount to much.

Senator SMITH. Where did that come from?

Mr. FARRELL. It probably came from the Red Star Line in a notice they had sent out. It is inconsequential, anyway.

That is all of Tuesday's record.

Senator SMITH. Mr. Farrell, will you check up Wednesday's tape and bulletin and come in again at 4 o'clock this afternoon?

Mr. FARRELL. Yes, sir. I can not do very much checking up, other than what I have already done on Tuesday's and Wednesday's tapes and bulletins, because I would have to have my whole staff around to identify the different items.

Senator SMITH. You will go as far as you can?

Mr. FARRELL. Certainly.

Senator SMITH. I want it all, so far as possible, and I want to go as far as I can with you at this time.

Mr. FARRELL. Yes, sir.

Senator SMITH. We will take a recess until 4 o'clock this afternoon.

At 1.05 o'clock p. m. a recess was taken until 4 o'clock p. m.

#### AFTER RECESS.

#### TESTIMONY OF MR. MAURICE L. FARRELL—Continued.

Senator SMITH. When we took the recess you had just finished with Tuesday's ticket tape.

Mr. FARRELL. Yes, sir.

Senator SMITH. Have you Wednesday's tape there?

Mr. FARRELL. Yes; I have.

Senator SMITH. Will you kindly state anything on Wednesday's tape that relates to the *Titanic* disaster?

Mr. FARRELL. If I may, I would like to make a statement before we proceed.

There seems to be in some of the accounts in the newspapers a misapprehension of some of my testimony this morning on one point regarding the arrangements made by Mr. Franklin for a special train on the New Haven road accommodating practically 700 passengers. I notice that apparently by one correspondent that was interpreted as my saying that would indicate that he had information—

Senator SMITH (interposing). I think you qualified it.

Mr. FARRELL. Yes; I did; but if I may add—of course you want the facts—what simply is a matter of opinion, I do not think that construction is necessarily justified.

Senator SMITH. We will let it stand for what it is worth. The statement of yours was specific, and I understood you to give nothing

except the facts that you could testify to. As to its bearing upon any other phase of the inquiry, I did not understand you to express an opinion.

Mr. FARRELL. No; I did not intend to, and I do not believe I did.

Senator SMITH. I might have said to you that on its face it would look as though they had information, and you replied, “ Yes, that might be so ”; but that would not necessarily indicate your opinion.

Mr. FARRELL. I would not wish to stand on the record as being put in that position.

Senator SMITH. You do not want the record to show that you have construed it at all?

Mr. FARRELL. Exactly.

Senator SMITH. I think I understand your attitude.

Mr. FARRELL. If I was called upon for any construction, I would say that did not necessarily mean that; but the first thought was to rush a special train up there, probably such train having capacity for 700, and probably subsequently to make arrangements for other special trains if they were desired.

Senator SMITH. I did not understand you to construe that statement, and I think the record is just as you wish to have it.

Mr. FARRELL. I think it is.

There is also another point. There also seems to be an idea that it was brought out in the testimony here this morning, that the publications of Dow, Jones & Co. were calculated to bolster up the market for International Mercantile Marine. Nothing of that sort was done.

Senator SMITH. Your statement does not show that at all.

Mr. FARRELL. In fact, some of the evidence introduced from our bulletin ticker commented that it would be a heavy loss to the International Mercantile Marine.

Senator SMITH. You have stated your position frankly and very plainly, and we will let the record stand just as it is.

On Wednesday, if you have your ticker-tape references to the *Titanic* disaster, I would like to have you give them.

Mr. FARRELL. This is the ticker tape for Wednesday, April 17.

Senator SMITH. You understand, we are not prosecuting anybody. We are just searching for truth.

Mr. FARRELL. Yes; I understand. You are after facts, of course.

Senator SMITH. Sometimes it seems a little hard to get at the truth, but I have not seen any attempt on your part to hold anything back.

Mr. FARRELL. I have no desire to do so. I am quite as much interested in solving this mystery as anybody else is.

I mentioned this morning a statement which I had prepared.

Senator SMITH. Do you want that to appear in the record?

Mr. FARRELL. If you please. It is something in the nature of opinion, but I think probably offers some explanation of the persistent circulation of erroneous reports.

Senator SMITH. We will let that follow the detailed report in chronological order.

Mr. FARRELL. The first item published on Wednesday, April 17, was at 5 a. m., and reads as follows:

The overnight news concerning the *Titanic* reveals little which was not published by Dow, Jones & Co. yesterday. No word has yet been heard from Col. John Jacob Astor, Isador Straus, Maj. Archibald W. Butt, George D. Widener.

Harry Widener, Benjamin Guggenheim, Edgar I. Meyer, Frank D. Millet, W. T. Stead, Washington A. Roebling, or John B. Cumings of stock-exchange firm of Cumings & Marckwald, and Jacques Futrelle the author, and Henry B. Harris the theatrical man.

That was simply a brief summary for the information of our readers of the situation as it stood at 8 o'clock Wednesday morning.

About 8.25 a. m. on April 17 we published the following:

White Star Line this morning reported following additional survivors from the *Titanic*.

We then gave the names of the additional survivors.

At 8.30 a. m. we published a brief line saying:

*Titanic's* dead, total, 1,342; survivors number 868 aboard *Carpathia*, due New York late Thursday or Friday morning.

That was simply a summary of the general information up to that time.

Senator SMITH. From whom did you get that information?

Mr. FARRELL. From the morning newspapers, mostly. We just began business at that time, at 8 o'clock in the morning.

About 8.35 a. m. we published the following:

Doubts have arisen as to fate of Charles M. Hays, president Grand Trunk Railway, who yesterday was reported to have been saved. White Star Line this morning states that it has received no message concerning him.

We got that from the White Star Line. Mr. Smallwood, one of our reporters, got that.

Senator SMITH. As you look at those bulletins I wish you would lay them to one side.

Mr. FARRELL. I will do so.

At 8.49 a. m., on April 17, we published the following:

Captain of Leyland Line freighter *Etonian*, which was not equipped with wireless and which docked in North River last night, reports that he passed along route taken by *Titanic* and that number of fishing boats were in vicinity of the disaster at the time. He says he thinks many of the passengers if they secured life preservers may have been rescued by crews of fishing vessels.

Number known to have been rescued remains at 868, all on *Carpathia*.

I do not think that was published on the bulletin.

Senator SMITH. From whom was that information obtained?

Mr. FARRELL. It was a summary from some of the morning papers, as I remember it.

About 8.52 we published this:

Steamship *Carpathia* reestablished wireless communication with Cape Race at 7 o'clock this morning, and White Star Line is now receiving supplementary list of survivors.

That came from one of our reporters at the White Star Line office.

Senator SMITH. Did that go on the bulletin?

Mr. FARRELL. I do not see it on the bulletin. I may come to it later if it is on there.

At 9 a. m., on April 17, we published the following:

Names of passengers not on sailing list of *Titanic*, but reported saved by *Carpathia*.

Then follows a list of such passengers. That was obtained by Mr. Smallwood, one of our reporters.

Senator SMITH. Do you know from whom it was obtained?

Mr. FARRELL. Presumably from the White Star Line. I do not have it marked here.

At 9.25 a. m., on April 17, we published the following:

Cunard Line received following wireless message from the *Carpathia* via Halifax: “ *Carpathia* was 596 miles from Ambrose light at 11 p. m. Tuesday All well.”

That was received at the Cunard Line office by Mr. Plummer, one of our reporters.

Senator SMITH. Was that bulletined?

Mr. FARRELL. Yes.

About 9.52 a. m. we published this:

*Carpathia* 596 miles from New York Tuesday at 11 p. m. Should arrive about 9 o'clock Thursday night.

That was secured by Mr. Smallwood.

Senator SMITH. From whom?

Mr. FARRELL. At the Cunard Line office.

About 10.30 a. m., on April 17, we published this:

Agent Sumner, of Cunard Lines, says:

“ We are making every effort to find out why there was nearly 24 hours delay in getting wireless messages from the *Carpathia*. Only three have been received so far. The first received was the second one started at 7.55 a. m. Monday from Capt. Rostron of *Carpathia*, announcing about 800 aboard and proceeding to New York. This was not received until Tuesday. The first one sent Monday a. m. was received as the second Marconigram and announced sinking of *Titanic*. The third wireless was received to-day. It was a two-coded word, started at 11 Tuesday night and received this morning, saying all were well, and 596 miles east of Ambrose Light.”

That, I think, was obtained by Mr. Plummer from Agent Sumner of the Cunard Line.

About 10.35 a. m. we published the following:

At 11 p. m. Sunday wireless operator of steamship *Cincinnati*, of Hamburg-American Line, which arrived in port to-day, got the C. Q. D. and S. O. S. from *Titanic* calling “ In great danger. rush, rush,” giving latitude and longitude. Operator of *Cincinnati* had been talking with Sable Island, 400 miles away, and told Sable Island operator to stop while he was talking with *Titanic*. While he was still in communication, the *Olympic* cut in and answered same call. The *Olympic* sent out message to *Cincinnati*, saying she was much closer and was going to relief of *Titanic*.

Senator SMITH. From whom did that information come?

Mr. FARRELL. I have not that noted, and I do not know where that did come from. Presumably one of our reporters, who was on the ship news end of it, got it. I did not consider it very important.

Along about 11.30 a. m. we published this:

Among the callers at White Star office to-day were Henry W. Taft, De Witt Seligman, and Mrs. Benjamin Guggenheim.

That came from our reporter who was covering the White Star office.

About 11.45 a. m. we published this:

Cunard Line officials say that reason details of disaster are not forthcoming from the *Carpathia* is due to the weak wireless aboard that boat.

That was obtained by Mr. Plummer at the Cunard office.

About 11.47 a. m. this was published:

Vice President Franklin, of the International Mercantile Marine, said:

“ I have heard nothing from the *Carpathia* since 9 a. m. yesterday. I think Marconi instrument on *Carpathia* is absolutely overtaxed. This probably ex-

plain reason we have had no messages. I expect *Carpathia* to dock early Friday morning. White Star Line has wired to Newport, asking them to try to get some news from the *Salem*."

When asked what the White Star Line would do in future to safeguard lives of passengers in way of lifeboats, he said:

"We assure you, White Star Line will do everything in its power to avoid similar disaster. Company has always endeavored to do everything for safety and comfort of its passengers."

That was obtained from Mr. Franklin by Mr. Byrne, one of our reporters.

Senator SMITH. Was that bulletined?

Mr. FARRELL. Yes.

About 1.20 p. m. on April 17 we published this:

Cunard Line has given out copy of Marconi message received from Winfield Thompson, of Boston Globe, who is passenger on steamship *Franconia*, saying:

"Steamer *Franconia* established communication with *Carpathia* at 6.10 a. m., New York time. Latter was then 498 miles east of Ambrose Channel. In no need of assistance, steaming 13 knots. Expect to reach New York 8 Thursday evening. Has total of 705 survivors aboard. *Franconia* is relaying personal messages from *Carpathia* to Sable Island."

That was obtained by Mr. Plummer, one of our reporters, from the Cunard Line office.

At 1.18 we published a Washington dispatch referring to the action of the House Committee on Merchant Marine. That is not germane, however.

About 1.23 p. m. we published this:

LONDON.

Following up demand of the Times that Central News produce originals of wireless messages to effect that all passengers had been placed on board steamship *Parisian* and that *Titanic* was being towed by steamship *Virgintan*, Col. Yate, Unionist member of House of Commons, has given notice that he will ask postmaster general if his attention has been called to said message and whether original of it could be traced.

We received that, I believe, from the Laffan News Bureau.

Senator SMITH. That former dispatch which you read, which said 705 aboard, seems to harmonize quite closely with the special-train provision.

Mr. FARRELL. Of course. I am not competent to testify on that.

Senator SMITH. They were providing for 710 on that train. Those items which you have just read are supposed to cover all the information that went to your subscribers over the tape ticker?

Mr. FARRELL. Yes, sir.

Senator SMITH. Was there any information given to your customers in any other manner than by the tape ticker or the bulletin service or the Wall Street Journal?

Mr. FARRELL. No, sir; except possibly a customer would call up during the day and say, "What is the latest news," or, "What do you hear," and we would simply tell him over the telephone what were the latest advices.

Senator SMITH. I notice items of news appear occasionally on the ticker tape that are not included in the bulletin. What is the occasion of that?

Mr. FARRELL. Sometimes it is by accident. At other times an item will go out on the tape, and before it gets printed on the bulletin we will receive additional information which will embody the previous item.

Seator SMITH. Is the ticker tape supposed to be more authentic, and in a sense confidential to your subscribers, than the bulletin?

Mr. FARRELL. No, sir; they are both the same in that respect, only from the tape ticker our subscribers get the news quicker. That is practically instantaneous. The bulletins, of course, have to be set up in the printing department and printed and then carried around by boys.

Senator SMITH. They have practically the same information?

Mr. FARRELL. Usually the same information, except that on the ticker tape the information is condensed.

Senator SMITH. That is, it is edited when it reaches the bulletin, and it comes in its original form when it comes on the ticker?

Mr. FARRELL. No; it is the reverse. Of course, the matter is edited for both.

Senator SMITH. Yes.

Mr. FARRELL. But you understand that the ticker can not carry all the stuff which we publish in the bulletins, so that we take the meat of the stuff we publish in the bulletins and put it on the ticker, eliminating all superfluous words and everything of that sort.

Senator SMITH. All of the information that is contained on the ticker tape and in the bulletins is reflected in the Wall Street Journal?

Mr. FARRELL. So far as possible. Of course, like every other newspaper we are frequently heavily overset, and there is not room enough in the Journal to cover all we publish in the bulletin. That sometimes occurs.

Senator SMITH. Items appearing in the Wall Street Journal are not necessarily the exact items that appear either upon the ticker tape or in the bulletins?

Mr. FARRELL. Usually they are. Sometimes they are revised for the Wall Street Journal, which goes to press, the afternoon edition, shortly after 3 o'clock. Sometimes they have to be revised, because, you see, an item which went out in the present tense at 9 or 10 o'clock in the morning would be in the past tense at the time for the afternoon paper.

Senator SMITH. Stock quotations are supposed to be exactly the same in all three of these publications?

Mr. FARRELL. Yes; allowing, of course, for typographical errors, which are corrected as much as possible.

Senator SMITH. But events that happen during the day sometimes appear in one a little more fully than in the other?

Mr. FARRELL. On the bulletins they usually appear more fully than on the ticker.

Senator SMITH. Have you here the bulletins which correspond with the items you have just read into the record?

Mr. FARRELL. I find one here which I think would be of interest which I do not think appeared on the tape. It is headed, "Those false reports." It reads:

Uncle of Phillips, wireless operator of *Titanic*, solved one of the mysterious wireless messages that at first gave hope vessel was saved. He acknowledges that he sent the following messages from London to Mr. and Mr. Phillips, Godalming, Surrey, England, parents of the wireless operator, to reassure them: "Making slowly for Halifax; practically unsinkable; don't worry."

Senator SMITH. From whom did you obtain that information?



Mr. FARRELL. From the Laffan News Bureau.

Senator SMITH. Mr. Farrell, do you know of any news item or information possessed by you or your company or by any of its officers or agents that was attempted to be suppressed?

Mr. FARRELL. No, sir; I do not.

Senator SMITH. Do you wish to be understood as saying that no pressure of any kind or character was brought to bear upon you?

Mr. FARRELL. Oh, absolutely none.

Senator SMITH. For the purpose of suppressing news concerning this matter?

Mr. FARRELL. Absolutely none whatever. It would not have been tolerated if there had been; and there really was no pressure. There was not a suggestion of that sort.

Senator SMITH. All that you printed on the tape or in the bulletins or the paper you have given here?

Mr. FARRELL. Yes, sir. There may have been one or two further unimportant items, but all of the important items, so far as I have been able to find them, I have submitted here.

Senator SMITH. And these exhibits you leave with the committee?

Mr. FARRELL. Yes.

Senator SMITH. Have you at any time had any talk with any officer or agent of the White Star Line or of the International Mercantile Marine Co. concerning what was to be said by you regarding this matter at the hearing?

Mr. FARRELL. None whatever. In fact, none of them knew that I was to appear here. I said nothing to them.

Senator SMITH. And you have given the committee the sources of all your information, so far as you know them?

Mr. FARRELL. To the best of my knowledge and belief, so far as I have been able to ascertain.

Senator SMITH. So far as you have been able to do so?

Mr. FARRELL. Yes, sir.

Senator SMITH. You spoke of one of the reporters, who turned in several important items of news in connection with this matter, who is now on the ocean or in England?

Mr. FARRELL. Yes, sir.

Senator SMITH. When did he go?

Mr. FARRELL. I do not recall the exact date, but his trip had been arranged some time before this occurred.

Senator SMITH. On what boat did he sail?

Mr. FARRELL. I can not tell you that, either. If you wish to know, I can find out.

Senator SMITH. Can you not think of it?

Mr. FARRELL. No; I do not remember.

Senator SMITH. What day did he go?

Mr. FARRELL. I do not remember the date. It is a matter of record in our office. I could find out, if that would interest you.

Senator SMITH. Did he return with any of the White Star officials or officers?

Mr. FARRELL. No; he has not yet returned.

Senator SMITH. I mean did he go over with any of those officials?

Mr. FARRELL. No, sir.

Senator SMITH. And he is still over there?

Mr. FARRELL. He is still there.

Senator SMITH. On matters of his own and not on any business connected with this affair?

Mr. FARRELL. No; nothing at all. He had made arrangements some months before to take this trip—for some business matter of a personal nature—and I remember it very distinctly because he had made the arrangement before I became managing editor.

Senator SMITH. What is his name?

Mr. FARRELL. Oliver Gingold.

Senator SMITH. This summary which you have handed to the committee you desire to appear as a part of your testimony?

Mr. FARRELL. I would like to have it appear if you have no objection. While, as I say, it contains a good deal that is matter of opinion, it seems to me it helps a good deal to explain how some of these things got so badly twisted.

The summary referred to, submitted by Mr. Farrell, will be found appended to this day's hearing.

Senator SMITH. I think I asked you if you knew any person connected with your company in any capacity whatsoever who was interested in the International Mercantile Marine Co. or any of its constituent companies?

Mr. FARRELL. Yes.

Senator SMITH. And you said no; not so far as you knew?

Mr. FARRELL. Not so far as I know, and if there were they would have had nothing to do with any news we published, because I was responsible for that and I am not a stockholder in any one of them—in the Western Union, in the Postal Telegraph, or the Marconi. We simply published the news that we got from various sources which we supposed we had reason to rely on.

Senator SMITH. Do you obtain any information for your company directly through the wireless telegraph companies?

Mr. FARRELL. No; we do not. We obtain none directly.

Senator SMITH. And you did not in this instance?

Mr. FARRELL. No, sir; except one message which one of our reporters got from the Marconi Co., and that was direct.

Senator SMITH. Do you know of any attempt that was made by anyone connected with the White Star Co. to influence the publications in your paper?

Mr. FARRELL. I know very positively that no such attempt was made by anyone. I am absolutely certain of it.

Senator SMITH. You refer particularly in your testimony to the Boston News Bureau?

Mr. FARRELL. Yes.

Senator SMITH. Do you know what composes the Boston News Bureau?

Mr. FARRELL. The Boston News Bureau is a news agency for the dissemination of financial news, operating in Boston. It is somewhat similar to Dow, Jones & Co., in New York. They publish bulletins during the day and publish the paper known as the Boston News Bureau.

Senator SMITH. Are the interests of the two, of your company and of that company, identical?

Mr. FARRELL. They are allied.

Senator SMITH. They are allied. Do the same people own both?

Mr. FARRELL. Substantially.

Senator SMITH. Is there any understanding or relationship between your company and the Laffan News Agency?

Mr. FARRELL. None; except that we receive their service.

Senator SMITH. You are subscribers?

Mr. FARRELL. We are subscribers to their service; that is all.

Senator SMITH. But you do not own any of their stock?

Mr. FARRELL. No.

Senator SMITH. What is the Laffan News Agency?

Mr. FARRELL. It is a press association which was organized a good many years ago by the New York Sun.

Senator SMITH. By Mr. Laffan himself, or did they adopt his name as a compliment to him?

Mr. FARRELL. I do not know whether it was organized during Mr. Laffan's régime on the Sun or before that. I rather think it was while he was proprietor. It derived its name from him, anyway.

Senator SMITH. And their function is to supply news to their subscribers?

Mr. FARRELL. Yes.

Senator SMITH. The Boston News Bureau seems to have supplied your company with information from Montreal—with news from Montreal?

Mr. FARRELL. Yes.

Senator SMITH. Have they any special facilities for getting Montreal news?

Mr. FARRELL. I do not know much about the organization of the Boston News Bureau, because I have been with Dow, Jones & Co. only about two months, so that I do not know their special connections.

Senator SMITH. Have you any news agency at Montreal?

Mr. FARRELL. We have not. Dow, Jones & Co. have not.

Senator SMITH. Has the Boston News Bureau?

Mr. FARRELL. Do you mean, have they a regular news agency, the same as in New York and Boston?

Senator SMITH. Yes.

Mr. FARRELL. No; not so far as I know. Of course I am not in a position to give positive testimony with reference to the Boston News Bureau.

Senator SMITH. So the information you get from Montreal is such information as goes out generally?

Mr. FARRELL. I should assume so.

Senator SMITH. And not through direct correspondents of your own?

Mr. FARRELL. They may have a correspondent in Montreal. I do not know as to that.

Senator SMITH. You say that they may have?

Mr. FARRELL. They may have.

Senator SMITH. Who are the officers of Dow, Jones & Co.?

Mr. FARRELL. C. W. Barron is president, Hugh Bancroft is secretary, and Joseph Cashman is treasurer.

Senator SMITH. Have you given to the committee all the information in your possession which will tend to throw any light upon the *Titanic* disaster, and the events subsequent thereto?

Mr. FARRELL. I have.

Senator SMITH. I am very much obliged to you.

Witness excused.

THE STATEMENT SUBMITTED BY MR. FARRELL.

Maurice L. Farrell, managing news editor of Dow, Jones & Co., news agency, of New York, made the following statement to the Senate subcommittee investigating the *Titanic* disaster:

Reports published by Dow, Jones & Co. on Monday, April 15, regarding the *Titanic* disaster came chiefly from three sources—office of the White Star Line, the Laffan News Bureau, and the Boston News Bureau. At 8 a. m. on that day, upon interviewing representatives of the White Star Line in their New York office, a reporter received information which was summarized on the Dow, Jones & Co. news tickers as follows:

“Officers of the White Star Line stated at 8 o'clock this morning that passengers on the *Titanic* were being taken off in boats and that there was no danger of loss of life. The *Baltic* and the *Virginian*, they stated, were standing by to assist in the rescue.”

On account of a misconstruction of the expression “standing by,” this item may have given rise to subsequent erroneous reports. To the lay mind “standing by” conveyed the meaning that the vessels were in the immediate vicinity, holding themselves in readiness to render aid. Its use, however, appears to have been in the technical sense, indicating that the vessels had received the C. Q. D., responded to it, and had headed their course toward the *Titanic*. The expression used in its nautical sense meant response to direction or the setting a course toward, rather than being in the immediate presence of the *Titanic*.

The statement was cabled to London, and later in the day at least two dispatches of similar purport, but different verbiage, were received from different quarters, and may have represented merely a return of the same report from other parts of the world. In New York they were at the time taken as confirming the earlier statement made at the White Star office. No one was willing to believe, and, in fact, at the time could believe, that the *Titanic* had sunk. Every scrap of what purported to be news indicating safety of the passengers was seized with avidity and rushed by telephone, telegraph, or cable to all parts of America and Europe. This process doubtless entailed duplication of the same messages flying back and forth, which was erroneously construed as confirmatory evidence.

As an example of the misunderstandings arising, I am informed that the White Star office at Boston called up the Allen Line in Montreal by telephone to get confirmation of a report that all *Titanic* passengers were transferred to the *Virginian* and the *Titanic* was proceeding to Halifax under her own steam. The Allen Line replied that they had such a statement, meaning that they had heard such a report. The White Star Boston office took this as substantiating the rumor, and accordingly called up the White Star office in New York confirming the message to Vice President Franklin. Doubtless many similar cases of unintentional errors occurred in the same way, the chances of error, of course, being increased as the reports went through different channels.

Senator SMITH. I wish to insert in the record a telegram sent on May 8, 1912, to Mr. P. A. S. Franklin, vice president of the White Star Line, New York City, and his reply, which are as follows:

Mr. P. A. S. FRANKLIN,

*Vice President, White Star Line, New York City:*

I am very desirous that you should ascertain name of person connected with your company who sent telegram to Representative Hughes April 15, at 7.30 p. m. You were to furnish certain information containing names of passengers and crew sailing on *Titanic* from Southampton, Cherbourg, and Queenstown.

WILLIAM ALDEN SMITH.

NEW YORK, May 8, 1912.

Hon WILLIAM ALDEN SMITH,

*United States Senate, Washington, D. C.:*

Answering your telegram, as I testified in Washington, we have had our entire staff of passenger department polled and can not find anybody who admits or has any knowledge of the sending of the typewritten telegram addressed to Representative Hughes and signed White Star Line, supposed to have been

filed at 7.30 p. m., April 15. I can not conceive how anybody in this office could have sent that telegram at that time, as they were all well aware that the worst had happened to the *Titanic*, but we had at that time at least 50 clerks in the office doing their utmost to satisfy the public. Am mailing you tomorrow statement giving names of first, second, and third class passengers embarked on *Titanic* at Southampton, Cherbourg, and Queenstown, with as much information regarding their address as we have, and have received cable advices from Southampton that they have forwarded to us a complete list of the members of crew, which will send you immediately received, hope latter part of this week. Is there any further information that I can furnish you?

P. A. S. FRANKLIN, *Vice President.*

I desire also printed in the record an affidavit from James A. Hosey, received by me in Washington, D. C., on May 7, 1912.

The affidavit referred to is as follows:

TAUNTON, MASS., *May 6, 1912.*

While engaged in my routine at Taunton, Mass., as a telegrapher, on Monday morning, April 15, 1912, I received a flash message over the land wires, between the hours of 8 and 11, stating *Titanic* sunk. A little later, probably 5 or 10 minutes, I received a "kill" on this flash, which read, to the best of my memory:

"Kill flash *Titanic* sunk. Montreal says the wireless operator at Cape Race made a mistake in reading wireless signals."

JAMES A. HOSEY.

TAUNTON, MASS., *May 6, 1912.*

COMMONWEALTH OF MASSACHUSETTS, BRISTOL, ss:

Then personally appeared the above James A. Hosey and made oath before me that the above statement was true.

[SEAL.]

FRANK B. FOX, *Notary Public.*

Senator SMITH. I have received also a letter from the vice consul at Toronto, Canada, addressed to me, inclosing an affidavit made by Dr. F. C. Quitzrau, which I wish printed in the record.

The affidavit is as follows:

DOMINION OF CANADA, *Province of Ontario, City of Toronto:*

Dr. F. C. Quitzrau, being first duly sworn, deposes and says that he was a passenger, traveling second class, on steamer *Mount Temple*, which left Antwerp April 3, 1912; that about midnight Sunday, April 14, New York time, he was awakened by the sudden stopping of the engines; that he immediately went to the cabin, where were already gathered several of the stewards and passengers, who informed him that word had been received by wireless from the *Titanic* that the *Titanic* had struck an iceberg and was calling for help. Orders were immediately given and the *Mount Temple* course changed, heading straight for the *Titanic*. About 3 o'clock New York time, 2 o'clock ship time, the *Titanic* was sighted by some of the officers and crew; that as soon as the *Titanic* was seen all lights on the *Mount Temple* were put out and the engines stopped and the boat lay dead for about two hours; that as soon as day broke the engines were started and the *Mount Temple* circled the *Titanic's* position, the officers insisting that this be done, although the captain had given orders that the boat proceed on its journey. While encircling the *Titanic's* position we sighted the *Frankfort* to the northwest of us, the *Birma* to the south, speak to both of these by wireless, the latter asking if we were in distress; that about 6 o'clock we saw the *Carpathia*, from which we had previously received a message that the *Titanic* had gone down; that about 8.30 the *Carpathia* wirelessed that it had picked up 20 lifeboats and about 720 passengers all told, and that there was no need for the *Mount Temple* to stand by, as the remainder of those on board were drowned.

Dr. F. C. QUITZRAU.

Subscribed and sworn to before me this 29th day of April, 1912.

[SEAL.]

WILLIAM JAMES ELLIOTT,  
*Notary Public for the Province of Ontario.*



Senator SMITH. I also received the following affidavit made by A. H. Weikman, who was a barber on the *Titanic*, which covers his observations:

APRIL 24, 1912.

Mr. A. H. WEIKMAN:

I certify that my occupation on the *Titanic* was known as the saloon barber. I was sitting in my barber shop on Sunday night, April 14, 1912, at 11.40 p. m., when the collision occurred. I went forward to the steerage on “G” deck and saw one of the baggage-masters, and he told me that water was coming in in the baggage room on the deck below. I think the baggageman’s name was Bessant. I then went upstairs and met Mr. Andrews, the “builder,” and he was giving instructions to get the steerage passengers “on deck.” I proceeded along “E” deck to my room on “C” deck. I went on the main deck and saw some ice laying there. Orders were given, “All hands to man the lifeboats, also to put on life belts.” Who gave the orders? “Mr. Dodd, second steward.”

I helped to launch the boats, and there seemed to be a shortage of women. When I was on “E” deck I met the captain returning from “G” deck, who had been there with Mr. Andrews, and the captain was on the bridge at that time. I did not think there was any danger. What happened after the orders were given? Instructions were given to get the passengers into life belts and get on deck from all the staterooms. Did you see Mr. Ismay? Yes. I saw Mr. Ismay helping to load the boats. Did you see him get in a boat? Yes; he got in along with Mr. Carter, because there were no women in the vicinity of the boat. This boat was the last to leave, to the best of my knowledge. He was ordered into the boat by the officer in charge. I think that Mr. Ismay was justified in leaving in that boat at that time.

I was proceeding to launch the next boat when the ship suddenly sank at the bow and there was a rush of water that washed me overboard, and therefore the boat was not launched by human hands. The men were trying to pull up the sides when the rush of water came, and that was the last moment it was possible to launch any more boats, because the ship was at an angle that it was impossible for anybody to remain on deck. State further what you know about the case. After I was washed overboard I started to swim, when there was a pile of ropes fell upon me, and I managed to get clear of these and started to swim for some dark object in the water. It was dark. This was about 1.50 a. m., toward the stern. How do you know it was 1.50 a. m.? Because my watch was stopped at that time by the water. Did you hear any noise? Yes; I was about 15 feet away from the ship when I heard a second explosion. What caused the explosion? I think the boilers blew up about in the middle of the ship. The explosion blew me along with a wall of water toward the dark object I was swimming to, which proved to be a bundle of deck chairs, which I managed to climb on. While on the chairs I heard terrible groans and cries coming from people in the water. Was it possible to help them? No; it was not. The lifeboats were too far away. Do you think if the lifeboats were nearer they could render any assistance? Yes; had the lifeboats remained close to the *Titanic* they could have taken 10 to 15 or maybe 20 more passengers in each boat. There was a great number of people killed by the explosion, and there was a great number that managed to get far enough away that the explosion did not injure them, and these are the people that I think could have been saved had the lifeboats been closer. Did you see the ship go down? I mean the *Titanic*. Yes; I was afloat on some chairs about 100 feet away, looking toward the ship. I seen her sink. Did you feel any suction? No; but there was some waves come toward me caused by the ship going down, and not enough to knock me off of the chairs. How many lifeboats were there on the *Titanic*? About 18 or 20 and four collapsible boats, and the best equipment possible to put on a ship. Do you think there was enough lifeboats? No. Do you know anything about the water-tight doors? Yes; she had self-closing doors of the latest type, and they all worked, to the best of my knowledge. How fast was she going when she struck the iceberg? I think about 20 knots per hour. I was told by Mr. Ismay that she was limited to 75 revolutions several days before.

A. H. WEIKMAN.

Subscribed and sworn to this 24th day of April, A. D. 1912.

ED. O'DONNELL.



Senator SMITH. I have also a statement from Officer Lowe, of the *Titanic*, which I have been requested to put into the record. This comes to me through the Italian ambassador and contains an explanation by Mr. Lowe of the testimony which he gave that he fired his gun, as his boat was being lowered into the water, because of the glaring eyes of Italian immigrants, who he was afraid menaced his safety in lowering the lifeboat. Mr. Lowe wants this statement to go into the record, and the Italian ambassador wants it to go in.

The statement referred to is as follows:

This is to certify that I, Harold Godfrey Lowe, of Penrallt Barmouth, fifth officer of the late steamship *Titanic*, in my testimony at the Senate of the United States stated that I fired shots to prevent Italian immigrants from jumping into my lifeboat.

I do hereby cancel the word “Italian” and substitute the words “immigrants belonging to Latin races.” In fact, I did not mean to infer that they were especially Italians, because I could only judge from their general appearance and complexion, and therefore I only meant to imply that they were of the types of the Latin races. In any case, I did not intend to cast any reflection on the Italian nation.

This is the real truth, and therefore I feel honored to give out the present statement.

H. G. LOWE,  
Fifth Officer late “*Titanic*.”

WASHINGTON, D. C., April 30, 1912.

[On the reverse.]

The declaration on the other side was made and confirmed this day by Harold Godfrey Lowe, fifth officer of the late steamship *Titanic*, in my presence and in the presence of Signor Guido di Vincenzo, secretary of the legal office of the royal embassy.

Washington, this 30th day of April, 1912.

The Royal Ambassador of Italy,

[SEAL.]

CUSANI.

THE SECRETARY OF THE LEGAL OFFICE OF THE ROYAL EMBASSY,

G. DI VINCENZO.

Senator SMITH. I have also an affidavit, filed at my request, of Mrs. Mahala D. Douglas, of Minneapolis, Minn. I interrogated Mrs. Douglas in New York after the arrival of the *Carpathia*. Her grief was so great over the loss of her husband that I concluded not to attempt to take her testimony at that time. On the 2d day of May, at my request, she made an affidavit, and I present it for the record. Her husband's name was Walter D. Douglas, but she has signed the affidavit as Mahala D. Douglas.

The affidavit of Mrs. Douglas is as follows:

We left Cherbourg late on account of trouble at Southampton, but once off, everything seemed to go perfectly. The boat was so luxurious, so steady, so immense, and such a marvel of mechanism that one could not believe he was on a boat—and there the danger lay. We had smooth seas, clear, starlit nights, fresh favoring winds; nothing to mar our pleasure.

On Saturday, as Mr. Douglas and I were walking forward, we saw a seaman taking the temperature of the water. The deck seemed so high above the sea I was interested to know if the tiny pail could reach it. There was quite a breeze, and although the pail was weighted, it did not. This I watched from the open window of the covered deck. Drawing up the pail the seaman filled it with water from the stand pipe, placed the thermometer in it, and went with it to the officer in charge.

On Sunday we had a delightful day: everyone in the best of spirits; the time the boat was making was considered very good, and all were interested in getting

into New York early. We dined in the restaurant, going in about 8 o'clock. We found the people dining, as follows:

(See sketch of dining room.)

As far as I have been able to learn, not a man in that room; all those who served, from the head steward down, including Mr. Gattie, in charge; the musicians who played in the corridor outside, and all the guests were lost except Sir Cosmo Gordon Duff, Mr. Carter, and Mr. Ismay. All stories of excessive gaiety are, to my mind, absolutely unfounded. We did not leave the tables until most of the others had left, including Mr. Ismay, Mr. and Mrs. Widener, and their guests, and the evening was passed very quietly. As we went to our stateroom—C-86—we both remarked that the boat was going faster than she ever had. The vibration as one passed the stairway in the center was very noticeable. The shock of the collision was not great to us; the engines stopped, then went on for a few moments, then stopped again. We waited some little time, Mr. Douglas reassuring me that there was no danger before going out of the cabin. But later Mr. Douglas went out to see what had happened, and I put on my heavy boots and fur coat to go up on deck later. I waited in the corridor to see or hear what I could. We received no orders; no one knocked at our door; we saw no officers nor stewards—no one to give an order or answer our questions. As I waited for Mr. Douglas to return I went back to speak to my maid, who was in the same cabin as Mrs. Carter's maid. Now people commenced to appear with life preservers, and I heard from some one that the order had been given to put them on. I took three from our cabin, gave one to the maid, telling her to get off in the small boat when her turn came. Mr. Douglas met me as I was going up to find him and asked, jestingly, what I was doing with those life preservers. He did not think even then that the accident was serious. We both put them on, however, and went up on the boat deck. Mr. Douglas told me if I waited we might both go together, and we stood there waiting. We heard that the boat was in communication with three other boats by wireless; we watched the distress rockets sent off—they rose high in the air and burst.

No one seemed excited. Finally, as we stood by a collapsible boat lying on the deck and an emergency boat swinging from the davits was being filled, it was decided I should go. Mr. Boxhall was trying to get the boat off, and called to the captain on the bridge, "There's a boat coming up over there." The captain said, "I want a megaphone." Just before we got into the boat the captain called, "How many of the crew are in that boat? Get out of there, every man of you"; and I can see a solid row of men, from bow to stern, crawl over on to the deck. We women then got in. I asked Mr. Douglas to come with me, but he replied, "No; I must be a gentleman," turning away. I said, "Try and get off with Mr. Moore and Maj. Butt. They will surely make it." Maj. Butt and Clarence Moore were standing together near us, also Mr. Meyer, and I remember seeing Mr. Ryerson's face in the crowd. There were many people about. I got into the boat and sat under the seats on the bottom, just under the tiller. Mr. Boxhall had difficulty about getting the boat loose and called for a knife. We finally were launched. Mrs. Appleton and a man from the steerage faced me. Mrs. Appleton's sister was back to me, and on the seat with her, the officer. Mr. Boxhall tried to have us count in order to find the number in the boat, but he did not succeed in getting any higher than 10, as so many did not speak English—I think there were 18 or 20. There was one other member of the crew. The rowing was very difficult, for no one knew how. I tried to steer, under Mr. Boxhall's orders, and he put the lantern—an old one, with very little light in it—on a pole which I held up for some time. Mr. Boxhall got away from the ship and we stopped for a time. Several times we stopped rowing to listen for the lapping of the water against the icebergs. In an incredibly short space of time, it seemed to me, the boat sank. I heard no explosion. I watched the boat go down, and the last picture to my mind is the immense mass of black against the star-lit sky, and then—nothingness.

Mrs. Appleton and some of the other women had been rowing and did row all of the time. Mr. Boxhall had charge of the signal lights on the *Titanic*, and he had put in the emergency boat a tin box of green lights, like rockets. These he commenced to send off at intervals, and very quickly we saw the lights of the *Carpathia*, the captain of which stated he saw our green lights 10 miles away, and, of course, steered directly to us, so we were the first boat to arrive at the *Carpathia*.

When we pulled alongside Mr. Boxhall called out, “ Shut down your engines and take us aboard. I have only one sailor.” At this point I called out, “ The *Titanic* has gone down with everyone on board,” and Mr. Boxhall told me to “ shut up.” This is not told in criticism; I think he was perfectly right. We climbed a rope ladder to the upper deck of the *Carpathia*. I at once asked the chief steward, who met us, to take the news to the captain. He said the officer was already with him.

The history of our wonderful treatment on the *Carpathia* is known to the world. It has been underestimated.

We reached the *Carpathia* at 4.10, and I believe by 10 o'clock all of the boats had been accounted for. We sailed away, leaving the *California* to cruise about the scene. We circled the point where the *Titanic* had gone down, and I saw nothing except quantities of cork, loose cork floating in the current, like a stream—nothing else.

In the afternoon I sent a brief Marconigram with the news that Mr. Douglas was among the missing. I went myself to the purser several times every day, and others also made inquiries for me in regard to it, but it was not sent.

We heard many stories of the rescue from many sources. These I tried to keep in my mind clearly, as they seemed important. Among them I will quote Mrs. Ryerson, of Philadelphia. This story was told in the presence of Mrs. Meyers, of New York, and others.

(Mrs. Ryerson speaking.) “ Sunday afternoon Mr. Ismay, whom I know very slightly, passed me on the deck. He showed me, in his brusque manner, a marconigram, saying, ‘ We have just had news that we are in the icebergs.’ ‘ Of course, you will slow down,’ I said. ‘ Oh, no’; he replied, “ we will put on more boilers and get out of it.’ ”

An Englishwoman, who was going to her sons in Dakota, told me: “ I was in a boat with 5 women and 50 men—they had been picked up from the London unemployed to fill out the crew. They would not row, told frightful stories to alarm the women, and when the *Carpathia* was sighted, said: ‘ We are jolly lucky. No work to-night; nothing to do but smoke and yarn. Back in London next week with the unemployed.’ ”

The history of the quartermaster's conduct was told by many women; his brutality is known. His inefficiency is shown by his asking “ Is that a buoy? ” when they were out in the small boat on the ocean.

Maj. Peuchen came to me just before landing in New York with Mr. Beattie, of the London Times. They asked me to repeat some things I had said, which I did. They took my address. Maj. Peuchen said, “ I have just been called up (I took this to mean before the officers of the *Titanic*) and asked what I meant by getting testimony and stirring up the passengers.” I replied, “ You have not answered my questions; I will not answer yours.”

All the women told of insufficient seamen to man the boats; all women rowed; some had to bail water from their boats. Mrs. Smith was told to watch a cork in her boat, and if it came out to put her finger in place of it.

When we arrived in New York the crew of the *Titanic* was ordered to get off in the lifeboats before we could dock.

I sat in a deck chair and listened and looked. The unseamanlike way of going at their simple tasks without excitement showed me more plainly than anything I had seen or heard the inefficiency of the crew, and accounted, in some measure, for the number of the crew saved and the unfilled lifeboats. A passenger on the *Carpathia* also spoke to me of this.

Mr. Lightoller and Mr. Boxhall were extremely courteous and kind on board the *Carpathia*. I think them both capable seamen and gentlemen.

MAHALA D. DOUGLAS.

Subscribed and sworn to before me, a notary public in and for the county of Hennepin, State of Minnesota, this 2d day of May, 1912, at Minneapolis, Minn.

[SEAL.]

A. F. BERGLUND,  
Notary Public, Hennepin County, Minn.

My commission expires May 28, 1917.

At 5.50 o'clock p. m. the taking of testimony before Senator Smith was adjourned.

THURSDAY, MAY 16, 1912.

SUBCOMMITTEE OF THE COMMITTEE OF COMMERCE,  
UNITED STATES SENATE,  
Washington, D. C.

TESTIMONY TAKEN BEFORE SENATOR WILLIAM ALDEN SMITH, CHAIRMAN OF THE SUBCOMMITTEE, SITTING SEPARATELY.

TESTIMONY OF MR. BENJAMIN CAMPBELL.

The witness was sworn by the chairman.

Senator SMITH. Please give me your full name.

Mr. CAMPBELL. Benjamin Campbell.

Senator SMITH. What is your place of residence?

Mr. CAMPBELL. New Haven, Conn.

Senator SMITH. What is your business?

Mr. CAMPBELL. Vice president in charge of traffic of the New York, New Haven & Hartford Railroad Co.

Senator SMITH. In that capacity did you have an interview or correspondence with Vice President Franklin, of the International Mercantile Marine Co., on the 15th day of April last?

Mr. CAMPBELL. I did. If it is agreeable, I will make a continuous statement of what occurred.

Senator SMITH. Do so, please.

Mr. CAMPBELL. Mr. Franklin called me on the telephone between 11 and 11.30 o'clock a. m. Monday, the 15th, asking if we would arrange to send sufficient equipment to Halifax to take the *Titanic's* passengers to New York, which should arrive there some time Wednesday. He stated there were 325 first-class, 285 second-class, and 710 third-class passengers. I told him I would take the matter up promptly and make the arrangement. I was in New Haven and he in New York.

I hung up the phone, then conferred with our transportation department, and we arranged to assemble sufficient equipment at Boston, consisting of 23 sleeping cars, 2 dining cars, and an indefinite number of coaches and baggage cars, but ample to take care of the business.

At 1.10 o'clock p. m. I called up Mr. Franklin on the telephone. I told him what we had done; that the equipment and trains would be ready to leave Boston at 5 or 6 o'clock that evening; and it would take about 24 hours to make the trip to Halifax, so that they would arrive there Tuesday evening.

I then asked him if we should collect fares from the passengers and for their meals, or whether we should make bill against the White Star Line. He replied that he would let me know later in the afternoon.

So at 4.30 o'clock that same afternoon I got in touch with him and he said yes; that he desired the bill made against the White Star Line.

At 6.40 o'clock p. m. I took the train for Boston—at New Haven. On arrival at New London, an hour later, I received a telegram

from Master of Transportation Halliday, stating that the *Titanic* had sunk and that the equipment would not be required. Some of it had started from Boston and gone a short distance out on the Boston & Maine.

Upon inquiry, I learned that Mr. Halliday obtained his information from the agent of the White Star Line in Boston about 7 o'clock.

Mr. Horn, vice president of the New Haven Co., in charge of operation, communicated with Mr. Franklin at 7.30 o'clock p. m. Monday and had confirmation of the report from Mr. Halliday.

As a result of the conversation with Mr. Franklin I sent a telegram at 2 o'clock p. m. Monday, the 15th, to Mr. Bosworth, vice president of the Canadian Pacific Railway, at Montreal; Mr. Tiffin, general traffic manager of the Intercolonial Railway, at Moncton, which I will read and leave with you if you like.

Senator SMITH. Yes.

Mr. CAMPBELL (reading):

Passengers from the steamer *Titanic* are transferring at sea and are due to arrive in Halifax some time Wednesday. There will be 325 first class, 285 second class, all for New York and requiring sleeper accommodations; also 710 third class, a portion of which are for Canada.

This company has at Boston ready for immediate delivery 23 sleeping cars with a capacity of 632 passengers; also two dining cars and as many coaches and baggage cars as may be required and can furnish motive power if desired.

Please advise how much of this equipment we shall deliver to the Boston & Maine for delivery to you at Vanceboro, running special.

Vice President Horn has wired your manager, also the Intercolonial people, full particulars.

That was sent, as I say, at 2 o'clock p. m. At 4.35 o'clock p. m., after my third conversation with Mr. Franklin, I sent this telegram to Mr. Tiffin, general traffic manager of the Intercolonial Railway; to Mr. Bosworth, vice president of the Canadian Pacific Railway; to Mr. Berry, vice president of the Boston & Maine Railroad; and to Mr. Hobbs, vice president of the Maine Central Railroad:

Vice President Franklin, of White Star Line, advises *Titanic's* passengers will land at Halifax Wednesday. He authorizes that railroad furnish passengers with tickets and meals and the first and second class passengers with sleeping-car accommodations, rendering bill against his company and not make collection from passengers direct.

Mr. Mitchell, agent White Star Line, Montreal, left to-day for Halifax, and he, no doubt, will have full authority.

Senator SMITH. By whom is that signed?

Mr. CAMPBELL. That is signed by me, Benjamin Campbell.

At the close of the last conversation with Mr. Franklin, at 4.30 o'clock p. m. Monday, I asked him if he would confirm the arrangement by letter, which he did; and I have here a copy, dated New York, April 15, 1912, the day I had the conversation, and it was written after 4.30 o'clock p. m. on that day, addressed to me:

Confirming our conversation over the telephone to-day, this is to advise you that we shall be glad if you will bill us for the transportation of all the *Titanic's* passengers to whom you give passage from Halifax to New York, or any intermediate point, and for all the meals of the passengers en route.

We understood from our conversation with you that you were providing 30 sleeping cars and 3 dining cars for the first and second class passengers, numbering approximately 610, and a sufficient number of day coaches for 710 third-class passengers, and a sufficient number of baggage cars for all classes.

We take this opportunity of expressing to you our sincere appreciation of the efforts you have made to assist us in our difficulties under these very exceptional circumstances, and we ask you to accept our thanks for all that you have done in our behalf.



That is signed by Mr. Franklin.

That is the story.

Senator SMITH. What was the capacity of the 23 sleepers?

Mr. CAMPBELL. The capacity was 623 passengers. We afterwards added 10 sleepers, later in the evening, so that we had 33 sleepers to go forward.

Senator SMITH. Have you any means of knowing the time of day when this letter from Mr. Franklin was sent to you?

Mr. CAMPBELL. It could not have been written by him until after 4.30 o'clock p. m. Monday, the 15th, because it was at that hour that I requested him to confirm the conversation or understanding or arrangement that we had by telephone.

Senator SMITH. In any conversation that you had with Mr. Franklin did you understand that the *Titanic* had sunk; I mean in any conversation which you had on Monday did you understand that the *Titanic* had sunk, up to the receipt of the information from the agent of that company in Boston?

Mr. CAMPBELL. No, sir. Quite the contrary, I supposed that the *Titanic* was afloat. The thought that passed through my mind when I had the conversation with Mr. Franklin was that the *Titanic* was disabled and that the passengers were being transferred at sea as a measure of safety; as a measure of precaution.

Senator SMITH. Did you know from any other source the actual condition of the *Titanic*?

Mr. CAMPBELL. I did not know anything of the kind until I got that telegram at New London, at 7.40 o'clock p. m. That is the first information that I had of the sinking of the ship.

Senator SMITH. You heard nothing through the Canadian Pacific officials?

Mr. CAMPBELL. No, sir.

Senator SMITH. In any communication with them?

Mr. CAMPBELL. No, sir; in no source whatsoever.

Senator SMITH. Were the Canadian Pacific officials, with whom you communicated, at Montreal?

Mr. CAMPBELL. Yes, sir; at Montreal, Mr. Bosworth's headquarters.

Senator SMITH. And the only information that you received from him is contained in this statement you have just made?

Mr. CAMPBELL. I did not receive any information from Mr. Bosworth, except an acknowledgment of the telegram stating that they had plenty of equipment to provide for the passengers. That telegram reached me on Tuesday, however, after our equipment had been returned.

Senator SMITH. Is that all you know about the matter?

Mr. CAMPBELL. Absolutely everything, sir, except what I have seen in the papers.

Senator SMITH. I think that is all.

Witness excused.

Senator SMITH. I desire to have printed in the record two telegrams, both dated New Haven, Conn., April 15, 1912, and signed by Mr. B. Campbell; and one telegram, dated New York, April 15, 1912, addressed to Mr. B. Campbell, vice president New Haven & Hartford Railroad Co., New Haven, Conn., signed by P. A. S. Franklin.



The telegrams referred to are as follows:

NEW HAVEN, CONN., April 15, 1912. 2 P. M.

Mr. G. M. BOSWORTH, V. P. *Canadian Pacific Ry.*, Montreal, P. Q.

Mr. E. TIFFIN, G. T. M. *Intercolonial Ry.*, Moncton, N. B.

Passengers from the steamer *Titanic* are transferring at sea, and are due to arrive in Halifax some time Wednesday. There will be 325 first class, 285 second class, all for New York, and requiring sleeper accommodations; also 710 third class, a portion of which are for Canada.

This company has at Boston, ready for immediate delivery, 23 sleeping cars, with a capacity of 632 passengers; also two dining cars and as many coaches and baggage cars as may be required, and can furnish motive power if desired.

Please advise how much of this equipment we shall deliver to the Boston & Maine for delivery to you at Vanceboro, running special.

Vice President Horn has wired your manager, also the Intercolonial people, full particulars.

B. CAMPBELL.

NEW HAVEN, CONN., April 15, 1912—4.35 p. m.

Mr. E. TIFFIN, *General Traffic Manager Intercolonial Ry.*

Mr. G. M. BOSWORTH, *Vice President Canadian Pacific Ry.*

Mr. W. F. BERRY, *Vice President Boston & Maine R. R.*

Mr. G. S. HOBBS, *Vice President Maine Central R. R.*

Vice President Franklin, of White Star Line, advises *Titanic's* passengers will land at Halifax Wednesday. He authorizes that railroads furnish passengers with tickets and meals and the first and second class passengers with sleeping-car accommodations, rendering bill against his company and not make collection from passengers direct.

Mr. Mitchell, agent White Star Line, Montreal, left to-day for Halifax, and he no doubt will have full authority.

B. CAMPBELL.

INTERNATIONAL MERCANTILE MARINE CO.,

OFFICE OF THE VICE PRESIDENT,

9 Broadway, New York, April 15, 1912.

B. CAMPBELL, Esq.,

*Vice President New York, New Haven & Hartford R. R. Co.,*

*New Haven, Conn.*

DEAR SIR: Confirming our conversation over the telephone to-day, this is to advise you that we shall be glad if you will bill us for the transportation of all the *Titanic's* passengers to whom you give passage from Halifax to New York or any intermediate point and for all the meals of the passengers en route.

We understood from our conversation with you that you were providing 30 sleeping cars and 3 dining cars for the first and second class passengers, numbering approximately 610, and a sufficient number of day coaches for 710 third-class passengers, and a sufficient number of baggage cars for all classes.

We take this opportunity of expressing to you our sincere appreciation of the efforts you have made to assist us in our difficulties under these very exceptional circumstances, and we ask you to accept our thanks for all that you have done in our behalf.

Yours, very truly,

P. A. S. FRANKLIN,  
*Vice President.*

Senator SMITH. I desire printed in the record also an affidavit received by me made by Mrs. E. B. Ryerson, of Chicago, Ill.

The affidavit referred to is as follows:

STATE OF NEW YORK, *County of Otsego*, ss:

Emily Borie Ryerson, being duly sworn, deposes and says, I reside in the city of Chicago, Ill. I was a passenger on the steamship *Titanic* on April 14, 1912. At the time of collision I was awake and heard the engines stop, but felt no jar. My husband was asleep, so I rang and asked the steward, Bishop, what was

the matter. He said, “There is talk of an iceberg, ma’am, and they have stopped, not to run into it.” I told him to keep me informed if there were any orders. It was bitterly cold, so I put on a warm wrapper and looked out the window (we were in the large cabins on the B deck, very far aft) and saw the stars shining and a calm sea, but heard no noise. It was 12 o’clock. After about 10 minutes I went out in the corridor, and saw far off people hurrying on deck. A passenger ran by and called out, “Put on your life belts and come up on the boat deck.” I said, “Where did you get those orders?” He said, “From the captain.” I went back then and told Miss Bowen and my daughter, who were in the next room, to dress immediately, roused my husband and the two younger children, who were in a room on the other side, and then remembered my maid, who had a room near us. Her door was locked and I had some difficulty in waking her. By this time my husband was fully dressed, and we could hear the noise of feet tramping on the deck overhead. He was quite calm and cheerful and helped me put the life belts on the children and on my maid. I was paralyzed with fear of not all getting on deck together in time, as there were seven of us. I would not let my younger daughter dress, but she only put on a fur coat, as I did over her nightgown. My husband cautioned us all to keep together, and we went up to A deck, where we found quite a group of people we knew. Everyone had on a life belt, and they all were very quiet and self-possessed.

We stood about there for quite a long time—fully half an hour, I should say. I know my maid ran down to the cabin and got some of my clothes. Then we were ordered to the boat deck. I only remember the second steward at the head of the stairs, who told us where to go. My chief thought and that of everyone else was, I know, not to make a fuss and to do as we were told. My husband joked with some of the women he knew, and I heard him say, “Don’t you hear the band playing?” I begged him to let me stay with him, but he said, “You must obey orders. When they say, ‘Women and children to the boats’ you must go when your turn comes. I’ll stay with John Thayer. We will be all right. You take a boat going to New York.” This referred to the belief that there was a circle of ships around waiting. The *Olympic*, the *Baltic*, were some of the names I heard. All this time we could hear the rockets going up—signals of distress. Again, we were ordered down to A deck, which was partly inclosed. We saw people getting into boats, but waited our turn. There was a rough sort of steps constructed to get up to the window. My boy, Jack, was with me. An officer at the window said, “That boy can’t go.” My husband stepped forward and said, “Of course, that boy goes with his mother; he is only 13.” So they let him pass. They also said, “No more boys.” I turned and kissed my husband, and as we left he and the other men I knew—Mr. Thayer, Mr. Widener, and others—were all standing there together very quietly. The decks were lighted, and as you went through the window it was as if you stepped out into the dark. We were flung into the boats. There were two men—an officer inside and a sailor outside—to help us. I fell on top of the women who were already in the boat, and scrambled to the bow with my eldest daughter. Miss Bowen and my boy were in the stern and my second daughter was in the middle of the boat with my maid. Mrs. Thayer, Mrs. Widener, Mrs. Astor, and Miss Eustis were the only others I knew in our boat.

Presently an officer called out from the upper deck, “How many women are there in that boat?” Someone answered, “Twenty-four.” “That’s enough; lower away.”

The ropes seemed to stick at one end and the boat tipped, some one called for a knife, but it was not needed until we got into the water, as it was but a short distance, and I then realized for the first time how far the ship had sunk. The deck we left was only about 20 feet from the sea. I could see all the portholes open and water washing in, and the decks still lighted. Then they called out, “How many seamen have you,” and they answered one. “That is not enough,” said the officer, “I will send you another,” and he sent a sailor down the rope. In a few minutes after several other men not sailors came down the ropes over the davits and dropped into our boat. The order was given to pull away, then they rowed off—the sailors, the women, anyone—but made little progress; there was a confusion of orders; we rowed toward the stern, some one shouted something about a gangway, and no one seemed to know what to do. Barrels and chairs were being thrown overboard. Then suddenly, when we still seemed very near, we saw the ship was sinking rapidly. I was in the bow of the boat with my daughter and turned to see the great ship

take a plunge toward the bow, the two forward funnels seemed to lean and then she seemed to break in half as if cut with a knife, and as the bow went under the lights went out; the stern stood up for several minutes, black against the stars, and then that, too, plunged down, and there was no sound for what seemed like hours, and then began the cries for help of people drowning all around us, which seemed to go on forever. Some one called out, “Pull for your lives, or you’ll be sucked under,” and everyone that could rowed like mad, I could see my younger daughter and Mrs. Thayer and Mrs. Astor rowing, but there seemed to be no suction. Then we turned to pick up some of those in the water. Some of the women protested, but others persisted, and we dragged in six or seven men; the men we rescued were principally stokers, stewards, sailors, etc., and were so chilled and frozen already they could hardly move. Two of them died in the stern later and many were raving and moaning and delirious most of the time. We had no lights or compass. There were several babies in the boat, but there was no milk or water. (I believe these were all stowed away somewhere, but no one knew where, and as the bottom of the boat was full of water and the boat full of people it was very difficult to find anything.)

After the *Titanic* sank we saw no lights, and no one seemed to know what direction to take. Lowe, the officer in charge of the boat, had called out earlier for all to tie together, so we now heard his whistle, and as soon as we could make out the other boats in the dark, five of us were tied together, and we drifted about without rowing, as the sea was calm, waiting for the dawn. It was very cold, and soon a breeze sprang up, and it was hard to keep our heavy boat bow on; but as the cries died down we could see dimly what seemed to be a raft with about 20 men standing on it, back to back. It was the overturned boat; and as the sailors on our boat said we could still carry 8 or 10 more people, we called for another boat to volunteer and go to rescue them. So we two cut loose our painters and between us got all the men off. They were nearly gone and could not have held out much longer. Then, when the sun rose we saw the *Carpathia* standing up about 5 miles away, and for the first time saw the icebergs all around us. The *Carpathia* steamed toward us until it was full daylight; then she stopped and began picking up boats, and we got on board about 8 o’clock. Very soon after we got on board they took a complete list of the names of all survivors. The kindness and the efficiency of all the arrangements on the *Carpathia* for our comfort can never be too highly praised.

The foregoing affidavit is made at the request of William Alden Smith, chairman of the Senate investigating committee, in relation of the *Titanic* disaster.

EMILY BOBIE RYERSON.

Subscribed and sworn to before me this 9th day of May, 1912.

BESSIE L. WILES, *Notary Public*.

STATE OF NEW YORK, *Otsego County clerk’s office, ss:*

I, Robert O. Marshall, clerk of the county of Otsego, and also clerk of the supreme and county courts of said county, the same being courts of record, do hereby certify that Bessie L. Wiles, whose name is subscribed to the jurat of the annexed affidavit, was, on the day of the date thereof, a notary public in and for the county of Otsego, dwelling in said county, duly authorized to administer oaths for general purposes; and that I am well acquainted with the handwriting of said notary public, and verily believe that the signature to said jurat is genuine.

In testimony whereof I have hereunto subscribed my name and affixed the seal of the said county and courts at Cooperstown, this 9th day of May, 1912.

[SEAL.]

ROBERT O. MARSHALL, *Clerk*.

Senator SMITH. I offer also to be printed in the record, an affidavit made by Daisy Minahan, and also a letter received from her by me.

The affidavit and letter referred to are as follows:

AFFIDAVIT AT REQUEST OF SENATOR SMITH.

STATE OF WISCONSIN, *Wood County, ss:*

Daisy Minahan, being first duly sworn, upon oath deposes and says: I was asleep in stateroom C-78; I was awakened by the crying of a woman in the

passageway. I roused my brother and his wife, and we began at once to dress. No one came to give us warning. We spent five minutes in dressing and went on deck to the port side. The frightful slant of the deck toward the bow of the boat gave us our first thought of danger.

An officer came and commanded all women to follow, and he led us to the boat deck on the starboard side. He told us there was no danger, but to get into a lifeboat as a precaution only. After making three attempts to get into boats, we succeeded in getting into lifeboat No. 14. The crowd surging around the boats was getting unruly.

Officers were yelling and cursing at men to stand back and let the women get into the boats. In going from one lifeboat to another we stumbled over huge piles of bread lying on the deck.

When the lifeboat was filled there were no seamen to man it. The officer in command of No. 14 called for volunteers in the crowd who could row. Six men offered to go. At times when we were being lowered we were at an angle of 45° and expected to be thrown into the sea. As we reached the level of each deck men jumped into the boat until the officer threatened to shoot the next man who jumped. We landed in the sea and rowed to a safe distance from the sinking ship. The officer counted our number and found us to be 48. The officer commanded everyone to feel in the bottom of the boat for a light. We found none. Nor was there bread or water in the boat. The officer, whose name I learned afterwards to be Lowe, was continually making remarks such as, “A good song to sing would be, Throw Out the Life Line.” and “I think the best thing for you women to do is to take a nap.”

The *Titanic* was fast sinking. After she went down the cries were horrible. This was at 2.20 a. m. by a man's watch who stood next to me. At this time three other boats and ours kept together by being tied to each other. The cries continued to come over the water. Some of the women implored Officer Lowe, of No. 14, to divide his passengers among the three other boats and go back to rescue. His first answer to these requests was, “You ought to be damn glad you are here and have got your own life.” After some time he was persuaded to do as he was asked. As I came up to him to be transferred to the other boat he said, “Jump, God damn you, jump.” I had showed no hesitancy and was waiting only my turn. He had been so blasphemous during the two hours we were in his boat that the women at my end of the boat all thought he was under the influence of liquor. Then he took all of the men who had rowed No. 14, together with the men from the other boats, and went back to the scene of the wreck. We were left with a steward and a stoker to row our boat, which was crowded. The steward did his best, but the stoker refused at first to row, but finally helped two women, who were the only ones pulling on that side. It was just 4 o'clock when we sighted the *Carpathia*, and we were three hours getting to her. On the *Carpathia* we were treated with every kindness and given every comfort possible.

A stewardess who had been saved told me that after the *Titanic* left Southampton that there were a number of carpenters working to put the doors of the air-tight compartments in working order. They had great difficulty in making them respond, and one of them remarked that they would be of little use in case of accident, because it took so long to make them work.

DAISY MINAHAN.

Subscribed and sworn to before me this 13th day of May, 1912.

[SEAL.]

E. C. WITTIG,  
Notary Public for Wisconsin.

My commission expires October 10, 1915.

MAY 11, 1912.

HON. WM. ALDEN SMITH,  
Washington, D. C.

DEAR SIR: I have given you my observations and experiences after the disaster, but want to tell you of what occurred on Sunday night, April 14.

My brother, his wife, and myself went to the café for dinner at about 7.15 p. m. (ship's time). When we entered there was a dinner party already dining, consisting of perhaps a dozen men and three women. Capt. Smith was a guest, as also were Mr. and Mrs. Widener, Mr. and Mrs. Blair, and Maj. Butt. Capt. Smith was continuously with his party from the time we entered until between

9.25 and 9.45, when he bld the women good night and left. I know this time positively, for at 9.25 my brother suggested my going to bed. We waited for one more piece of the orchestra, and it was between 9.25 and 9.45 (the time we departed), that Capt. Smith left.

Sitting within a few feet of this party were also Sir Cosmo and Lady Duff-Gordon, a Mrs. Meyers, of New York, and Mrs. Smith, of Virginia. Mr. and Mrs. Harris also were dining in the café at the same time.

I had read testimony before your committee stating that Capt. Smith had talked to an officer on the bridge from 8.45 to 9.25. This is positively untrue, as he was having coffee with these people during this time. I was seated so close to them that I could hear bits of their conversation.

Yours,

DAISY MINAHAN.

At 10.50 o'clock a. m. the taking of testimony before Senator Smith was adjourned.

---

SATURDAY, MAY 18, 1912.

SUBCOMMITTEE OF THE COMMITTEE ON COMMERCE,  
UNITED STATES SENATE,  
Washington, D. C.

TESTIMONY TAKEN BEFORE SENATOR WILLIAM ALDEN SMITH, CHAIRMAN  
OF THE SUBCOMMITTEE, SITTING SEPARATELY.

TESTIMONY OF CAPT. JOHN J. KNAPP, UNITED STATES NAVY,  
HYDROGRAPHER, HYDROGRAPHIC OFFICE, NAVY DEPARTMENT,  
WASHINGTON, D. C.

The witness was sworn by Senator Smith.

Senator SMITH. Captain, will you state your name and what official position you hold?

Capt. KNAPP. John J. Knapp. I am a captain in the United States Navy. I am the hydrographer of the Bureau of Navigation, Navy Department, Washington, D. C.

Senator SMITH. Will you tell the committee what special branch of the public service you have in charge?

Capt. KNAPP. I am in charge of the Hydrographic Office, which is under the Bureau of Navigation of the Navy Department. The duty of the Hydrographic Office, under the law, is to improve the means of safe navigation of the seas, for the benefit of the Navy and the maritime marine, by providing nautical charts, sailing directions, navigators, and manuals of instruction. In carrying out this duty it becomes necessary to collect information of all kinds that may affect the charts of the various seas and harbors of the world, and the sailing directions, which latter are what might be called the guidebooks of the seas. To accomplish the work above outlined, the Hydrographic Office collects information not only from original surveys made under its direction, but from the surveys made by the Coast and Geodetic Survey of the United States, and from those made under the supervision or direction of the hydrographic offices of the Governments. In order that the charts and sailing directions may be at all times accurate, showing the conditions that exist in the various seas and harbors which in any way affect the navigation thereof, our office collects from mariners and those conversant with



the sea reports affecting the publications of the office. The office has voluntary observers aboard the seagoing ships of all nations. These observers report to the office by radiomessages or by letter, and their reports are scanned and criticized by technical experts, and the information so gained is given to the Navy and to the merchant marine. Whenever reports are made which have immediate effect upon the safety of navigation, they are given at once to the maritime community and the public generally and are again flashed out to the sea by means of radiograms, the latter, as a rule, from the wireless stations under the control of the Navy Department.

For more than a quarter of a century the Hydrographic Office of the Bureau of Navigation, Navy Department, has been publishing graphically from month to month a series of charts known as the Pilot Chart of the North Atlantic Ocean, depicting thereon the physical conditions of the ocean and of the atmosphere for the current month, as well as the location of dangers to navigation as reported by incoming ships. A summary of these dangers and a more detailed description than the space on the pilot chart would permit was in time given from week to week on a printed sheet known as the Hydrographic Bulletin. These publications were circulated freely among the shipmasters and shipping people in return for their news of the sea, the point of contact between the office at Washington and the marine world being a chain of branch hydrographic offices at the principal seaports.

Practically all the captains in the trans-Atlantic trade cooperate in this work by handing in their information upon arrival in port to the branch hydrographic offices. In recent years the collection of marine data has been immensely accelerated by the use of radio telegraphy and the Hydrographic Office is thereby enabled to publish daily in a so-called daily memorandum whatever important reports of dangers have been received. This sheet is prepared every afternoon and is mailed to the branch hydrographic offices and there given publicity to all concerned. By this means, Boston, New York, Philadelphia, Baltimore, Norfolk, etc., are daily put in possession of the accumulated reports of dangerous derelicts and icebergs, which have been edited by experts in this line of work. Thus in the case of the recent loss of the *Titanic*, the shipping companies and shipmasters had been put in possession of the experience and judgment of a trained staff in the Hydrographic Office as summarized in a pamphlet printed in April, 1909, entitled “ North Atlantic ice movements,” giving a study of the entire question with diagrams to show the usual limits of ice for a period of 10 years. More specifically, the shipping community had been provided from month to month with the pilot chart showing the conditions of ice up to the time of printing and with the weekly Hydrographic Bulletin giving all pertinent details in regard to ice and derelicts and also the daily memorandum summarizing the collected reports of each day.

A trained seaman can and does estimate the probable speed and direction of drift of any dangerous obstruction, so that if he had knowledge of the existence of an iceberg or a derelict in a certain location at a given date he reckons its future position for an interval of a few days.

Senator SMITH. Captain, have you any means of knowing the ice conditions in the North Atlantic Ocean in the vicinity of the Grand



Banks of Newfoundland on the 14th day of April last, or on any preceding day of that week?

Capt. KNAPP. The Hydrographic Office, prior to the 14th of April, was constantly receiving reports of ice in the North Atlantic. These reports began to come in early in the winter, as the ice moved down to the eastward of Newfoundland. These ice reports as received, as heretofore stated, are given out to the maritime world daily, and prior to the 14th of April, in what is called the Daily Memorandum issued by the office, there had been on several days ice so published that had been reported near the spot of the *Titanic* disaster.

The April Pilot Chart, which was issued March 28, 1912, showed that in March ice had come as far south as latitude 44° N. The Daily Memorandum prior to the 13th instant showed that the trend of ice was to the southward, icebergs being sighted below the forty-third parallel on April 7, 8, 9, and 11; on the 9th and 11th it had reached the forty-second parallel, and on the 11th some of it was seen south of latitude 42°.

The Daily Memorandum of April 15 contains a message from the steamship *Amerika* via steamship *Titanic* and Cape Race, Newfoundland, April 14, 1912, to the Hydrographic Office, Washington, D. C.:

*Amerika* has passed two large icebergs in 41° 27' N., 50° 8' W., on the 14th of April. KNUTH.

On the morning of the 15th of April, the day following the accident, the office received a radiogram sent by the steamship *Amerika* via the *Titanic* to Cape Race, and from there forwarded to Washington, reporting ice in latitude 41° 27' N., longitude 50° 8' W. The ice so reported was about 19 miles to the southward of where the *Titanic* struck.

Senator SMITH. Have you the message sent to you by the *Amerika* through the steamship *Titanic*, to which you refer?

Capt. KNAPP. Yes. It was as follows:

S. S. “ AMERIKA ” VIA S. S. “ TITANIC ” AND CAPE RACE, N. F.,  
April 14, 1912.

HYDROGRAPHIC OFFICE, Washington, D. C.:

*Amerika* passed two large icebergs in 41° 27' N., 50° 8' W., on the 14th of April. KNUTH.

Upon request, the Hamburg-American Line, to which line the steamship *Amerika* belongs, furnished to the Hydrographic Office this copy (hereunto appended). As will be seen by a reference thereto, the wireless message was sent from the *Amerika* to the *Titanic* at 11.45 a. m. (New York time, it is understood):

HYDROGRAPHIC OFFICE, Washington, D. C.:

*Amerika* passed two large icebergs in 41° 27' N., 50° 8' W., on the 14th of April. KNUTH.

Senator SMITH. Captain, will you kindly tell the committee how extensive this ice flow was, to which you have just referred?

Capt. KNAPP. I submit to the committee this chart [Chart No. 1], which shows the ice as reported by the various steamers which passed through those waters at about that time and, in connection therewith, the following copies of ice reports made by said steamers.

The ice reports referred to are here printed in the record, as follows:

MARINE DATA FOR THE UNITED STATES HYDROGRAPHIC OFFICE.

REPORTS OF WRECKS, DERELICTS, ICE, AND OTHER OBSTRUCTIONS TO NAVIGATION.

[Copy. File No. 62008-2995. British S. S. *Californian*. Master, Lord. Received in branch hydrographic office, Boston, Mass., April 22. Received in Hydrographic Office April 23.]

April 14, 6.30 p. m., latitude 42.05 N., longitude 49.10 W., sighted two large icebergs 5 miles south of the above position. At 7.15 p. m., latitude 42.05 N., longitude 49.20 W., two bergs, and 7.30 p. m. two bergs. At 10.20 p. m., latitude 42.05 N., longitude 50.07 W., encountered heavy packed field ice, extending north and south as far as the eye could see and about 5 miles wide; also numerous bergs could be seen. From above position until April 15, 2.30 p. m., latitude 41.33 N., longitude 50.42 W., almost continuously in field ice. At the last position sighted two bergs and cleared the field ice.

[Copy. File No. 63051-2995. From Greek S. S. *Athinal*. Master, John Coulonfound. Received in branch hydrographic office, New York, April 25. Forwarded and received in Hydrographic Office April 26.]

April 14, 11.45 a. m., 41° 50' 48" N., 49° 34' 15" W., passed several (about 6) icebergs about 50-60 feet high and large quantity of field ice.

[Copy. File No. 63050-2995. From *Parisian*, British S. S. Master, William Hains. Received in branch hydrographic office, Boston, Mass., April 24, and forwarded to Hydrographic Office. Received April 25.]

April 14, 4.30 p. m., latitude 41° 55' N., longitude 49° 02' W., passed first iceberg. 8 p. m., latitude 41° 42' N., longitude 49° 55' W., passed last iceberg. Between positions passed 14 medium and large icebergs and numerous growlers.

[Copy. H. O. File 62859-2995. From German S. S. *Paula*. Master, H. Rieke. Received at branch hydrographic office, Norfolk, Va., April 20, and forwarded to Hydrographic Office. Received in Hydrographic Office April 22.]

April 14, 11.40 a. m., latitude 41° 54' N., longitude 49° 32' W., one large iceberg. April 14, 11.40 a. m., latitude 41° 50' N., longitude 49° 33' W., one large iceberg. April 14, noon, latitude 41° 53' N., longitude 49° 36' W., one large iceberg. April 14, forenoon, from latitude 41° 58' longitude 49° 36' W., till 41° 56', 49° 52', heavy pack ice (one field). April 14, 5.30 p. m., from latitude 41° 55', longitude 50° 13', till latitude 41° 40', longitude 50° 30', heavy pack ice and 30 large icebergs in one field.

[Copy. H. O. File 62727-2995. From German S. S. *Trautensfels*. Master, Hupers. Received in branch hydrographic office, Boston, Mass., April 18, and forwarded to Hydrographic Office. Received in Hydrographic Office April 19.]

April 14, 5.05 a. m., latitude 42° 01' N., longitude 49° 53' W., passed two large icebergs about 200 feet long and 40 feet high.

April 14, 5.40 a. m., latitude 42° 01' N., longitude 50° 06' W., to 8 a. m., latitude 41° 40' N., longitude 50° 22' W., passing along a field of heavy, closely packed ice, with no openings in the field. The ice field could be seen extending far to the northward. During this time sighted about 30 large bergs.

[Copy. H. O. File 62614-2995. Copy of telegram received from the Branch Hydrographic Office, New York, on Apr. 17.]

Steamer *La Bretagne* from Havre reports, April 14, latitude 41° 39', longitude 49° 21' and 50° 21', steamed through an ice field with numerous icebergs for four hours—7.30 to 11.38 a. m.

Steamer *Hellig Olav* from Copenhagen reports, April 13, latitude 41° 43', longitude 49° 51', passed three large icebergs; same date, latitude 41° 39', longitude 50° 81', medium-size berg and field ice.

[Copy. H. O. File 62728-2995. From S. S. *Mesaba*. Master, O. P. Clarke. Received in Hydrographic Office Apr. 19, 1912. From Branch Hydrographic Office, New York, N. Y.]

April 14, 11 a. m., latitude 41° 50' north, longitude 49° 15' west, passed a quantity of bergs, some very large; also, a field of pack ice about 5 miles long. April 14, 2 p. m., 42° north, longitude 50°, passed another field of pack ice with

numerous bergs intermixed, and extended from 4 points on the starboard bow to abeam on the port side. Had to steer about 20 miles south to clear it. Ice seemed to be one solid wall of ice, at least 16 feet high, as far as could be seen. In latitude  $41^{\circ} 35'$  north, longitude  $50^{\circ} 30'$  west, we came to the end of it, and at 4 p. m. we were able to again steer to the westward. Saw no more ice after this. Weather clear and bright.

[Copy. File No. 62496-2995. Telegram received by Hydrographic Office Apr. 15 from S. S. *Amerika*, via S. S. *Titanic* and Cape Race, Newfoundland, Apr. 14.]

*Amerika* passed two large icebergs in  $41^{\circ} 27'$  north,  $50^{\circ} 8'$  west, on the 14th of April. Knuth, 10.51 p.

[Copy. File No. 62497-2995. Copy of telegram received in Hydrographic Office Apr. 15 from S. S. *Pisa* via Halifax.]

In latitude  $42^{\circ} 6'$  north and longitude  $49^{\circ} 43'$  west met with extensive field ice, and sighted seven bergs of considerable sizes on both sides of track.

In this connection the attention of the committee is especially invited to the report made by the master of the steamship *Mesaba*, wherein he reports on April 14, at 2 p. m., in latitude  $42^{\circ}$  north, longitude  $50^{\circ}$  west, that he "passed another field of pack ice, with numerous bergs intermixed, and extended from four points on the starboard bow to abeam on the port side. Had to steer about 20 miles south to clear it. Ice seemed to be one solid wall of ice at least 16 feet high, as far as could be seen. In latitude  $41^{\circ} 35'$  north, longitude  $50^{\circ} 30'$  west, we came to the end of it, and at 4 p. m.—April 14—we were able to again steer to the westward."

The ice so reported by the master of the steamship *Mesaba* was directly in the track on which the *Titanic* is reported to have been steaming when she met with the accident."

Chart No. 2, submitted to the committee, shows the ice barrier as it was on April 14, judging from the various reports made to the office, and from the testimony as given before your committee by the master of the steamship *Mount Temple*, Capt. Moore.

The attention of the committee is further invited to the report made by the steamship *Athinai*. This is the same steamer whose report by radio of icebergs and field ice was received by the steamship *Baltic*, as testified to before your committee by wireless operator Balfour, and which was transmitted by him to the steamship *Titanic* on April 14, 1912, at about 11.50 a. m., receipt of which was acknowledged at 12.05 p. m. on the 14th of April by Capt. Smith of the *Titanic*. This ice, as shown on our chart, was on or near the track of the *Titanic*.

Senator SMITH. Have you any means, from the description of the ice to which you have just referred and the speed of the *Titanic*, which was at that time making about 75 revolutions of her propeller per minute, of knowing the force of the impact?

Capt. KNAPP. It is impossible, under the testimony as given, to state just how direct a blow the *Titanic* struck the ice, but an idea may be formed as to the possible blow by using the accepted formula, the weight multiplied by the square of the velocity divided by twice the gravity. Multiplying the weight of the ship by the square of its speed in feet per second and dividing by twice the force of gravity will give the blow that would have been struck if she had kept straight on her course against this apparently solid mass of ice, which, at a speed of 21 knots, would have been equal to 1,173,200 foot tons, or energy enough to lift 14 monuments the size of the Washington Monument in one second of time. I think from the evi-

dence before your committee it is shown that the ship struck the berg before she had appreciably lost any headway, due either to change of helm or stoppage or reversal of engines, in which event her striking energy would be practically that given above.

Senator SMITH. Captain, in view of the strength of this blow, can you account for the apparent absence of shock, the shock seeming to have been scarcely noticeable by the passengers and crew?

Capt. KNAPP. A comparison might be made to striking a sharp instrument a glancing blow with the hand. There would be no apparent resisting shock. That part of the ice which cut into its outer skin was struck by the ship very much like the edge of a knife would be so struck by the hand. If the ship had struck end on solidly against the mass of ice, then there would have been the shock that takes place when a moving body meets an immovable body.

I submit also another chart (chart No. 3) and the following memorandum:

HYDROGRAPHIC OFFICE,  
Washington, D. C., May 14, 1912.

MEMORANDUM ON SHIPS' POSITION AS SHOWN ON CHART.

“ BALTIC.”

Page of  
hearing.

Speed, 17 knots (Lloyd's), 15½ knots at time of hearing C. Q. D. (calculated from Marine Data Report).

Bound east for Liverpool.

Positions plotted from Marine Data Report.

April 14, noon (N. Y., 9.50 a. m.), 40° 55' N., 49° 20' W.

April 15, 1.45 a. m. (N. Y., 11.05 p. m.), 42° 02' N., 45° 02' W.; changed course to go to *Titanic*.

April 15, noon (N. Y., 9.20 a. m.), 42° 00' N., 46° 56' W.

This last position is probably after the *Baltic* had turned back to the east and resumed her course toward Fastnet.

BIRMA.

Speed, 13 knots (Lloyd's).

Bound east to Rotterdam and Libau.

744 *Birma* reported as 70 miles from *Titanic*'s position April 14.

In plotting her position preference is given to the western of the two possible positions on the course from New York to the turning point, because she was sighted by the *Mount Temple* early on the morning of April 15.

“ CALIFORNIAN.”

Speed, 13 knots (Lloyd's). Four-masted steamship (Lloyd's).

684 11 to 13½ knots.

Bound west for Boston.

684 9.40 a. m., 42° N., 47° W., April 14.

684 10.30 p. m. (N. Y., 8.40), 42° 5' N., 50° 7' W.

684 6.30 p. m. (N. Y., 4.40), 42° 5' N., 49° 10' W.

684 Course, S. 16° W., 19½ or 19¾ miles to position of *Titanic*. (*Californian* appears to have made complete circle while engines were stopped in 42° 5' N., 50° 7' W.)

Position from marine data report April 15, 2.30 p. m. (N. Y., 12.55 p. m.), 41° 33' N., 50° 42' W.

“ CARPATHIA.”

Speed, 15 knots (Lloyd's).

21 16½ knots to *Titanic*; 58 miles in 3½ hours.

19 Bound east for Gibraltar, etc.

- 19 Heard C. Q. D. of *Titanic* at 12.35 p. m. April 14 (10.45 p. m. N. Y. time).  
 20 Position obtained by reversing course N. 52° W., true 58 miles.  
 20 Distance from *Titanic*, 58 miles at time of C. Q. D.

## " FRANKFURT."

- Speed, 12½ knots (Lloyd's).  
 827 13 knots to *Titanic* (calculated from current report).  
 Bound east for Bremerhaven from Galveston.  
 740 Position, 39° 47' N., 52° 10' W., April 14, 10.25 p. m. N. Y. time.  
 Position, 41° 44' N., 50° 24' W., April 15, 10.50 a. m. (9.40 a. m. N. Y.)  
 (from current report).  
 Position, 41° 35' N., 50° 15' W., taken from current report.  
 698 Seen by *Californian* near this position.  
 Position, 41° 26' N., 49° 30' W., April 15, 2.30 p. m. (12.55 N. Y.) (from  
 current report).  
 Distance from *Titanic*, 150 miles at time of C. Q. D.  
 Heard C. Q. D. at 10.40, N. Y. time.

## " MOUNT TEMPLE."

- Speed, 12½ knots (Lloyd's).  
 728 11½ knots to *Titanic*.  
 Bound west to St. John, N. B.  
 727 Position at C. Q. D. of *Titanic* 50 miles away, 41° 25' N., 51° 14' W.  
 728 Steered N. 65 E., true, at 11½ knots. Stopped at 3.25 a. m. (12.55 a. m.  
 N. Y.).  
 729 Schooner seen 2 miles on port bow of *Mount Temple*, plots 18 miles from  
*Titanic's* position by time, course, and speed instead of 13, as per  
 testimony.  
 731 Tramp steamer plotted approximately in position where first seen.  
 727 Distance from *Titanic*, 50 miles at time of C. Q. D.

## " OLYMPIC."

- Speed, over 20 knots (Lloyd's).  
 Bound east for Fastnet.  
 175 Position at 4.24 a. m., G. M. T., April 15, latitude 40° 12' N., 61° 18' W.,  
 11.24 p. m., N. Y. time.

## " VIRGINIAN."

- Speed, 18 knots (Lloyd's).  
 175 170 knots to *Titanic*.  
 Bound east for Southampton from Halifax.  
 175 This position, 170 miles from *Titanic* at midnight, is plotted on the  
 probable track from Halifax to turning point, 41° N., 47° W.  
 The *Virginian* is plotted west of *Titanic* position because she was com-  
 municating with Cape Race just after the time of the accident.

## " PARISIAN."

- Speed 14 knots (Lloyd's).  
 Speed on April 14, 12 knots (calculated from marine data blank).  
 Bound toward Boston via Halifax from Glasgow.  
 Positions plotted from marine data blank:  
 April 14, 4.30 p. m. (2.42 N. Y.), 41° 55' N., 49° 02' W.  
 April 15, 8 p. m. (612 N. Y.), 41° 42' N., 49° 55' W.  
 Position from wireless report to *Titanic* from *Californian*: April 14 (no  
 time), 41° 55' N., 49° 14' W.  
 Position at 10.25 p. m., New York time, an arc of circle radius being 51  
 miles, for 4½ hours, at 12 knots per hour.

NOTE.—In the above wherever "marine data report" is used the original of  
 such report from the ship in question is on file in the Hydrographic Office.

Senator SMITH. Captain, can you think of anything else that you  
 desire to say that will tend to throw any light upon the inquiry being

made by the committee into the causes leading up to this wreck, and subsequent events, including any memorandum or data bearing upon the position of the steamship *Californian* on the night of this accident?

Capt. KNAPP. I desire to submit the following “Memorandum on chart,” marked “*Titanic*—Ice barrier—Near-by ships,” which is explanatory of chart No. 2, which I have introduced in evidence.

The memorandum referred to is as follows:

HYDROGRAPHIC OFFICE,  
Washington, D. C., May 14, 1912.

MEMORANDUM ON CHART.

“ TITANIC ”—ICE BARRIER—NEAR-BY SHIPS.

6—.

The chart bearing the above heading shows the ice barrier into which the *Titanic* undoubtedly steamed. The ice as shown on this chart, it will be noted, is grouped in one barrier, and not shown scattered as on the chart headed “Ice as reported near *Titanic*.” From all the evidence before the Hydrographic Office—that is, the hearings before the Senate committee and the various reports made by steamers of ice in the locality in question—the Hydrographic Office deems that the ice barrier was, to all intents and purposes, as shown on this chart. Copies of the above-mentioned ice reports are forwarded herewith. There may have been, and probably were, other ice fields or bergs in this general locality, but they are not shown on the chart, as it is desired to bring out clearly, without other confusing details, the barrier into which the *Titanic* steamed.

An inspection of this chart will show that the *Mount Temple* ran into the southwestern end of this ice field at 12.55 a. m. (New York time), April 15. Thereafter to have reached the *Titanic* it would have been necessary for the *Mount Temple* to have steamed around the southern end of this ice barrier, and around it to the northward and eastward over 30 miles. As her highest speed does not exceed 13 knots (Lloyds Register) she could not have reached the scene of the *Titanic* disaster earlier than 3.15 a. m. (New York time) of that morning, or about 2 hours and 18 minutes after the *Titanic* sank (12.57 a. m., New York time).

A further inspection of this chart shows the *Californian* as located by the master thereof.

A still further inspection of the chart will show certain arcs of circles, shown in dotted lines drawn from the following centers: The position of the *Californian*, the position of the *Titanic*, the “hypothetical” position of the *Californian*. These arcs are drawn to represent the following: The radii of the arcs drawn about the *Titanic* as a center and the *Californian* as a center are identical, the larger radius being 16 miles and the smaller radius being 7 miles. Sixteen miles represents the distance at which the side lights of the *Titanic* could be seen from one standing on the *Californian* at the height of the latter ship's side lights, or the reverse, the 7 miles radius being the distance at which the side lights of the *Californian* would cease to be seen by a person from a boat in the water. A further reference to the chart will show, midway between the plotted positions of the *Californian* and *Titanic*, a plotted “hypothetical position of the *Californian*.” With the hypothesis that the *Californian* was in this plotted position, a dotted line is drawn on a bearing SSE, given by the master of the *Californian* as the bearing in which he sighted a large steamer. This dotted line is drawn to intersect the track of the *Titanic*. A line parallel thereto is drawn to also intersect the track of the *Titanic* at a point at which the *Titanic* appears to have been at 10.06 p. m., New York time, April 14—at 11.56 p. m. of that date by the *Californian*'s time—at which time the large steamer is testified to have been seen by Ernest Gill, of the *Californian*. It thus appears that the bearings of the steamer given by the master of the *Californian* and the testimony of Ernest Gill of that ship will fix the *Californian*'s position near or about the hypothetical position shown on the chart, if the lights seen on that ship were those of the *Titanic*.



A still further inspection of the chart will show that the *Californian*, if located in the position given by the master thereof, could have reached the scene of the disaster in about two hours, and, if located in the hypothetical position shown on the chart, the *Californian* certainly could have reached the *Titanic* in a little over an hour after she struck. The evidence taken in the hearings shows that the *Titanic* floated for two and a half hours after she struck the barrier.

JOHN J. KNAPP.

I invited especial attention to that part of the memorandum referring to the hypothetical position of the *Californian*, as shown on that chart, and, in connection therewith, it is desirable to explain that the arcs of circles drawn about the position of the steamship *Titanic* and about the position of the steamship *Californian* were drawn to graphically illustrate the testimony of certain witnesses before your committee.

Senator SMITH. What do these arcs indicate?

Capt. KNAPP. The outer arc around each ship is drawn with a radius of 16 miles, which is approximately the farthest distance at which the curvature of the earth would have permitted the side lights of the *Titanic* to be seen by a person at the height of the side lights of the *Californian*, or at which the side lights of the *Californian* could have been seen by a person at the height of the side lights of the *Titanic*. The inner circle around each ship is drawn with a radius of 7 miles. This is approximately the distance after reaching which the curvature of the earth would have shut out the side lights of the *Californian* from the view of one in a lifeboat in the water. It appears, therefore, that if the *Titanic's* position at the time of the accident was as fixed by the testimony and if it was the side light of the *Californian* that was seen from the boat deck of the *Titanic*, the *Californian* was somewhere inside of the arc of the 16-mile circle drawn about the *Titanic*. It further appears that if the above hypothesis be correct and if the side light of the other steamer could not be seen, as is testified to, from one of the lifeboats of the *Titanic* after being lowered, the *Californian* was somewhere outside of the circle with the 7-mile radius drawn about the *Titanic*.

In the case of the *Californian*, if the steamer which in the testimony given by members of the crew of the *Californian*, including the captain and the donkey engineman and others, is said to have been seen by them, was the *Titanic*, she must have been somewhere inside of the circle with the 16-mile radius drawn around the *Californian*. If that be the case, as the *Californian's* side light was shut out by the curvature of the earth from the view of anyone in a lifeboat of the *Titanic* after being lowered into the water, then the *Titanic* must have been outside of the circle drawn with the 7-mile radius around the *Californian*.

Further reference to this chart will show plotted a hypothetical position of the *Californian*. On the hypothesis that the *Californian* was in this position, a dotted line is drawn on the chart on the bearing given by the captain of the *Californian* as that on which the steamer was sighted. This bearing is drawn on the chart to intersect the track of the *Titanic*. Another dotted line is drawn parallel thereto from a point on the course of the *Titanic* where she apparently was at 10.06 p. m., New York time, April 14, that being 11.56 p. m. of that date of the *Californian's* time, at which Ernest Gill, a member of the crew of the *Californian*, in his testimony before your committee, stated that the large steamer was seen by him. If the

*Californian* was in the hypothetical position shown on the chart, the *Titanic* could have been seen by the officers and crew of the *Californian* at the time mentioned.

Senator SMITH. Captain, are you able to state to the committee whether there was any vessel between the position of the *Titanic* just preceding and following the accident and the position of the *Californian* at that time?

Capt. KNAPP. From being present at hearings before your committee and from reading the printed testimony of witnesses examined by the committee I am led to the conclusion that if there was any vessel between the *Californian* and the *Titanic* at the time referred to she does not seem to have been seen by any of the ships near there on the following morning, nor have there been any reports submitted to the Hydrographic Office which would indicate that there was any such steamer in that locality. The evidence does not indicate to me that there was any such third steamer in those waters, especially in view of the fact that no such steamer was seen by other steamers or by those in the lifeboats the following morning, and as the ice barrier, from all reports, between the reported position of the *Californian* and that of the *Titanic* was impassable to a vessel proceeding to the westward, and there is no testimony to show that if such a steamer was between the *Californian* and the *Titanic* she proceeded to the eastward, the captain of the *Californian*, having testified that he last saw the said steamer proceeding to the westward and being on a bearing to the westward of the *Californian*. Nothing appears in the testimony to show that the steamer so seen reversed its course and proceeded to the eastward.

Senator SMITH. Captain, it appears from the testimony that there are established, by mutual agreement between the steamship lines, certain fixed courses, tracks, or lanes across the north Atlantic, and that the steamship companies order their captains to follow these tracks. Has the captain of a ship any discretion in this matter which would enable him to depart from the given track or course to avoid danger?

Capt. KNAPP. It is, of course, understood by all seafaring people, and, in fact, it should be understood by the public generally, that the trans-Atlantic steamers in following certain tracks in crossing the ocean are not supposed to adhere rigidly to those tracks when good seamanship dictates that they diverge therefrom. A seaman is supposed always to handle and navigate a ship in a seamanlike manner, and no hard and fast, rigid rules are laid down that require him to do otherwise. The following is from the International Rules, enacted by the Senate and House of Representatives of the United States:

ART. 29. Nothing in these rules shall exonerate any vessel, or the owner or master or crew thereof, from the consequences of any neglect to carry lights or signals, or of any neglect to keep a proper lookout, or of the neglect of any precaution which may be required by the ordinary practice of seamen, or by the special circumstances of the case.

This rule affirms a sea maxim that a captain must, in an emergency, handle or navigate his ship in a seamanlike manner.

Witness excused.

Senator SMITH. I desire to put into the record a memorandum from Capt. Knapp regarding the drift of ice on and near the Grand Banks, submitted by the Hydrographic Office May 13, 1912.

The memorandum referred to is here printed in the record as follows:

MEMORANDUM FOR SENATOR WILLIAM ALDEN SMITH.

IN RE DRIFT OF ICE ON AND NEAR THE GRAND BANKS.

(Submitted by the Hydrographic Office May 13, 1912.)

1. The Labrador Current, which brings both berg and field ice down past Newfoundland, sweeps across the banks in a generally south to southwest direction, flowing more westerly on its surface as it approaches the warm Gulf Stream water in about latitude  $43^{\circ}$ , with a set of about 12 miles a day. The speed of the Gulf Stream drift at its northern edge is only about 6 miles a day at the fiftieth meridian and its depth is probably less than 300 feet.

2. An ice field arriving at the edge of the Gulf Stream drift finds itself impelled less and less to southward and more and more to eastward and north-eastward; but a deeply floating iceberg may continue to plow southward into the warm east-flowing current and end its career south of latitude  $40^{\circ}$  by melting and breaking up. The reason for this is that the cold, south-moving current actually underruns the warm surface water.

3. The southward progress of icebergs across the Grand Banks is estimated to be a degree in five days, or about 12 miles a day; but it seems to slack up as the warm current near the tail of the bank is approached (lat.  $42^{\circ}$  to  $44^{\circ}$  N., long.  $49^{\circ}$  to  $51^{\circ}$  W.) Here the icebergs are reported with greatest frequency. This may be because the largest number of passing steamers traverse the region or because the bergs loiter in that vicinity owing to the commingling of the two ocean currents above named.

4. The course of an iceberg in that region could be predicted if the following factors in the problem were known: (a) Vertical section below water, (b) what ratio of the vertical section is in each current (polar and Gulf Stream), (c) direction of each current, (d) velocity of each current. What these factors are must be estimated in each case, varying with each berg according to shape and size, and varying with the location and date to some extent.

5. Not much is known regarding the subsurface current. This should be studied during a hydrographic survey of the banks; at the same time careful observations are needed of the surface currents (direction, velocity, meeting points, temperature, color, etc.). A thorough study of the question is desirable; and it would be possible for a naval vessel to gain much useful information by a season's work in that vicinity (April to August, inclusive). She could also record direct observations of ice movements, and act as a radiotelegraph station to warn other ships.

JOHN J. KNAPP,

Captain, United States Navy, Hydrographer.

Senator SMITH. I submit for the record also a letter addressed to Senator Perkins, transmitted to the committee, concerning certain backing trials of the battleships *Delaware* and *North Dakota* at the time these vessels were running ahead at about 21 knots speed.

(The letter referred to, together with the letter of transmission of Senator Perkins, is here printed in the record as follows:)

WASHINGTON, D. C., May 16, 1912.

Hon. WM. ALDEN SMITH,

Chairman Subcommittee Committee on Commerce

to Investigate loss of Steamer "Titanic."

MY DEAR SENATOR: Referring to my conversation with you. I beg to hand you herewith the letter which I mentioned that I received from Admiral Cone, Chief of the Bureau of Engineering, United States Navy. I think the information he has given in this letter is quite valuable, and I hope you will be able to make some use of it in your report.

Very truly, yours,

GEO. C. PERKINS.

[Inclosure.]

NAVY DEPARTMENT.

BUREAU OF STEAM ENGINEERING,

Washington, D. C., May 8, 1912.

MY DEAR SENATOR:

In replying to your letter of May 7, concerning time required to transmit signals from the bridge to the engine room and have them obeyed, I furnish you

the following data concerning backing trials of the *Delaware* and *North Dakota* at the time these vessels were running ahead at about 21 knots speed. I would estimate the time required to transmit the signal from bridge to engine-room not to exceed 10 seconds. On the collier *Neptune*, where the engines can be handled from the bridge, this 10 seconds loss of time would be eliminated.

The backing data for the *Delaware* is as follows:

	Starboard engine.	Port engine.
	Seconds.	Seconds.
Signal received to back.....	0	0
Engines started backing.....	22	10
Engines backing hard..	52	60

The ship was dead in the water in 1 minute 52 seconds.

Ship making about 21 knots when signal to back was received.

The corresponding data for the *North Dakota*, which is a turbine ship, the *Delaware* being a reciprocating-engine ship, is as follows:

	Starboard engine.	Port engine.
	Min. sec.	Min. sec.
Signal received to back.....	0	
Engines started backing.....	1 8	2.
Engines backing hard.....	9 35	3 25

The ship was dead in the water in 6 minutes 56.4 seconds.

The ship at time signal to back was received was making about 21 knots.

The machinery of the *Titanic* was a combination of reciprocating engines with turbines, with the power distributed on three shafts, the reciprocating engines being located on the outboard shafts and developing approximately 50 per cent of the full power. The backing was accomplished only with the reciprocating engines. If we allow that the backing power of these engines was equal to the ahead power, which is not the case, as on account of the effect of the back of the propellers the backing power is always less than the ahead power, the maximum possible backing power of the *Titanic* could not have exceeded 50 per cent of the ahead power. This being the fact, her backing possibilities were more nearly like those of the *North Dakota*, the turbine vessel, than those of the *Delaware*, the reciprocating engine ship. As pointed out in the first part of the letter, the probable saving in total time between the desire to back on the bridge and the actual backing in the engine room, which would be accomplished by fitting bridge handling apparatus for the main engines, would probably not exceed 10 seconds.

In the above trials the *North Dakota* was handicapped by very bad maneuvering valves. Should her valves have handled as well as the reversing gear of the *Delaware*, the time to bring her to a dead stop in the water would have been reduced to approximately 5 minutes. I have selected the above vessels to quote on account of their large size, both being *Dreadnoughts*, and the speed at which they were running when the signal to back was given.

Very respectfully,

H. I. CONE,

Engineer in Chief, U. S. Navy, Chief of Bureau.

HON. GEO. C. PERKINS, United States Senator,

Chairman Committee on Naval Affairs,

United States Senate, Washington, D. C.

Senator SMITH. I also submit for the record a memorandum received from Capt. Knapp of the Hydrographic Office regarding the routes traveled by steamers, and having special reference to certain changes in these routes, or tracks, after the accident to the *Titanic*.

The memorandum referred to is here printed in the record, as follows:

MEMORANDUM FOR SENATOR WILLIAM ALDEN SMITH, UNITED STATES SENATE.

HYDROGRAPHIC OFFICE, NAVY DEPARTMENT,

May 15, 1912.

There is submitted herewith a memorandum on the steamer lanes and the ice question prepared by the Hydrographic Office on April 20, 1912, and published by authority of the Secretary of the Navy, which gives a brief history of the adoption of the steamer lanes.

Following is the chronology of recent events bearing upon the subject of the trans-Atlantic tracks:

January 14, 1912, changed from the accepted northerly set of tracks to the accepted southerly set of tracks (the one upon whose westward route the *Titanic* was lost. This change has been made annually at the middle of January, and the change from the southerly to the northerly lane has been made annually at the middle of August by formal agreement entered into by all the trans-Atlantic companies in 1898.

April 14, 1912, the *Titanic* struck ice and sunk in latitude  $41^{\circ} 46'$  North, longitude  $50^{\circ} 14'$  West, early April 15.

April 15 Hydrographic Office received radio telegram from German steamer *Amerika* via *Titanic* and Cape Race, reporting two icebergs April 14, in latitude  $41^{\circ} 27'$  North, longitude  $50^{\circ} 08'$  West. This news, which was received early in the morning was at once telegraphed to the branch hydrographic office, New York.

April 16 it had become apparent from numerous reports gathered by the Hydrographic Office that the ice season was an extraordinary one and the office took up the question of shifting the steamer lane with its branch office in New York and with the Navy Department.

April 16, the steamship companies in New York announced that they had shifted their route to cross  $47^{\circ}$  west., in latitude  $41^{\circ}$  north, westbound, and to cross  $47^{\circ}$  west, in latitude  $40^{\circ} 10'$  north, eastbound.

April 18, having received the approval of the Secretary of the Navy, the office directed Lieut. Grady, in charge of the branch Hydrographic Office at New York, to confer quietly with the steamship companies and urge a still farther southward shifting of the steamship lane. Lieut. Grady found the companies entirely open to suggestion; they cabled to their European houses, and, by common agreement, the tracks were laid to the southward, as follows:

April 19, westbound, great circle to latitude  $30^{\circ}$  north, longitude  $45^{\circ}$  west; then to latitude  $39^{\circ}$  north, longitude  $50^{\circ}$  west; then to Nantucket Shoals Lightship; then to Ambrose Lightship.

Mediterranean steamers will follow the same tracks westward of longitude  $45^{\circ}$  west.

Eastbound, Ambrose Lightship to latitude  $40^{\circ}$  north, longitude  $70^{\circ}$  west; then to latitude  $38^{\circ} 20'$  north, longitude  $50^{\circ}$  west; then to latitude  $38^{\circ} 20'$  north; longitude  $45^{\circ}$  west; then great circle to Bishops Rock.

Mediterranean steamers will follow the same tracks to latitude  $38^{\circ} 20'$  north, longitude  $45^{\circ}$  west; then the usual tracks to the strait.

May 9, Hydrographic Office received another radio telegram from German steamer *Amerika*, via Cape Race, reporting large icebergs in latitude  $39^{\circ} 02'$  north, longitude  $47^{\circ}$  west. The office immediately telegraphed this news to the branch Hydrographic Office at New York, which gave it the widest publicity, and resulted in the steamship companies again taking the matter up and agreeing to make still another change in the lanes, as follows:

May 11, westbound, lane follows great circle to latitude  $38^{\circ}$  north, longitude  $45^{\circ}$  west; thence along the parallel of  $38^{\circ}$  to longitude  $50^{\circ}$ . Eastbound, lane to latitude  $37^{\circ} 40'$  north, longitude  $50^{\circ}$  west; thence along the parallel of latitude  $37^{\circ} 40'$  north, to longitude  $45^{\circ}$  west; thence by great circle to Europe.

The wisdom of this latest change is demonstrated by the receipt in the Hydrographic Office of reports from sea showing that numerous icebergs had reached the thirty-ninth parallel, and some had even passed south of that latitude.

JOHN J. KNAPP.

Senator SMITH. I also submit a letter received by the committee from the Director of the United States Geological Survey, bearing date May 16, 1912, having special reference to the composition of icebergs.



The letter referred to is here printed in the record as follows:

DEPARTMENT OF THE INTERIOR,  
UNITED STATES GEOLOGICAL SURVEY,  
Washington, May 16, 1912.

HON. WILLIAM ALDEN SMITH,

*Chairman Subcommittee United States Senate, Washington, D. C.*

MY DEAR SIR: Replying to a letter of May 8 requesting information concerning the possibility of the *Titanic* having had its hull torn open by a mass of rock imbedded in the submerged portion of the iceberg with which it collided:

As Prof. E. H. Williams, jr., suggests, in his card which you inclose, such may possibly have been the case. It certainly appears that such an ice mass, armed with embedded rock fragments, would be much more effective in ripping open the plates of a ship's hull than a mass of clear ice. It is a well-known fact, as reported by numerous Arctic explorers, that some at least of the Greenland icebergs transport rock masses. In one of his addresses delivered in Washington last year, either that before the Geological Society of Washington, or one before the National Academy of Sciences, Sir John Murray referred to the abundant bowlders found by the dredging of the *Challenger* expedition, scattered over parts of the bottom of the North Atlantic. He referred to these as being so numerous in places that were the sea bottom elevated and drained so as to become land he thought geologists would be inclined to refer the deposit to a continental ice sheet, as has been done with the drift spread over the north half of the North American Continent.

Dr. Elisha Kent Kane, in his volume on the “U. S. Grinnell Expedition,” 1854, p. 113, describes bergs covered with detritus or rock fragments, varying in size from mere pebbles to large blocks. He writes of one as follows:

“The berg had evidently changed its equilibrium, and it seemed as if these rocks had been cemented in its former base and had there been subjected to attrition during its rotary oscillations against the bottom of the sea.”

On page 455 he describes the overturning of bergs due to changes in their equilibrium, and, referring to rock-studded ice, states (p. 456):

“In such cases the deeply embedded position of the larger fragments spoke of their having been there from the original structure of the berg.”

Further (p. 457):

“Of nearly 5,000 bergs which I have seen there was perhaps not one that did not contain fragmentary rock.”

In his Arctic Expeditions: The Second Grinnell Expedition (vol. 2, 1856, pp. 156, 157), Dr. Kane describes ice in Marshall Bay covered with millions of tons of rock debris. Concerning this he writes:

“I have found masses that had been detached in this way floating many miles out to sea—long symmetrical tables, 200 feet long by 80 broad, covered with large angular rocks and bowlders, and seemingly impregnated throughout with detrital matter. These rafts in Marshall Bay were so numerous that could they have melted as I saw them the bottom of the sea would have presented a more curious study for the geologist than the boulder-covered lines of our middle latitudes.”

It should be noted, however, that these ice rafts probably do not transport their loads to such low latitudes as are reached by the more massive bergs.

Dr. I. I. Hayes, in his volume on The Open Polar Sea, a narrative of a voyage of discovery toward the North Pole (1867, pp. 403, 404), describes the rock debris dropped upon the ice from cliffs along the shore and thence drifted away. He writes:

“The amount of rock thus transported to the ocean is immense, and yet it falls far short of that which is carried by the icebergs, the rock and sand embedded in which, as they lay in the parent glacier, being sometimes sufficient to bear them down under the weight until but the merest fragments rise above the surface. As the berg melts, the rock and sand fall to the bottom of the ocean; and, if the place of their deposit should one day rise above the sea level, some geological students of future ages may, perhaps, be as much puzzled to know how they came there as those of the present generation are to account for the bowlders of the Connecticut Valley.”

The amount of rock in any one iceberg is, however, probably small, so that it is not generally noticeable in the bergs which reach the lower latitudes, at least in those parts of the bergs which extend above the water level. Helland (1877), as quoted by James D. Dana (Manual of Geology, Fourth



Edition, 1895, p. 252), states that most of the Greenland icebergs are clean, but “ now and then one is seen with bowlders upon it, and here and there small bergs that are quite covered with stones and gravel.”

Lieut A. W. Greeley, in his *Three Years of Arctic Service, an Account of the Lady Franklin Bay Expedition of 1831-84*, (1886, p. 52), refers to the transportation of rock débris by icebergs in part as follows:

“ Comment has been made as to the freedom of floebergs from earthy matter or stones, which, it is argued, must be found on them if they are from glaciers. In this connection it should be remembered that of all the many miles of glaciers' front seen in Grinnell Land, in but two instances were earthy substances noted—one in Henrietta Nesmith Glacier, where perhaps a thousandth part of its front was faintly tinged as if with earthy matter. In the other case, at the head of Ella Bay, the glacier is advancing down a narrow valley hemmed in by side hills thousands of feet in height, which accounts for their exceptional presence.

“ It is thus evident that there is scarcely more than one chance in a thousand for a floeberg bearing stones to be found and still less for traces of a moraine.”

Following this he describes one berg 600 feet thick and 300 square on which he observed about 50 rocks.

The Greenland glaciers, extending from the great ice cap down the valleys which notch the margin of the interior upland, as described by other observers, do not carry a great amount of rock débris, and most of this is embedded in the lower part of the ice. When these glaciers extend into water sufficiently deep for icebergs to break off, most of the débris would thus be in the basal part of the ice and, since but one-ninth of the mass of floating ice extends above the water level, most of the débris in a berg standing 50 to 100 feet above the surface of the sea would at first be far below the depth at which a ship's hull would encounter it. With the melting of the ice as it floats southward, the rock fragments are released and dropped to the sea bottom. The most distant of this glacio-natant deposition is said to take place about the banks of Newfoundland, or between meridians 44 and 52 and north of parallel 40° 30'. Some of the rock is probably carried still farther south, especially in such a year as 1912, when the icebergs are reported as having been seen much farther south than is customary. It is thus quite possible that rock masses may have been embedded in the berg which the *Titanic* encountered. While most of the débris is probably embedded in the basal part of such ice masses, melting of the part of the ice exposed above the water would cause the basal part to be gradually raised toward the surface. Moreover, the tilting of icebergs from their original positions results from the change of the center of gravity, due to disruption and unequal melting of different parts of the mass. Such bergs are also known to turn over, so that even though the upper part of the berg were at first free from rock débris, the rock-shod part might be brought up to a level where a ship's hull would encounter it.

Masses of rock 50 feet or more in circumference are known to have been transported by continental glaciers, and it is quite possible that large masses of rock may be carried by some of the icebergs, though probably most of the stones are comparatively small. However, one large rock firmly embedded in the ice at the point of contact would certainly be most effective in ripping open a ship's hull under the force of a glancing impact. Ice in such a great mass as the berg which was encountered is, however, probably quite competent to produce disastrous results experienced without calling for the presence of any included mass of rock.

Very respectfully.

GEO. OTIS SMITH, *Director*.

At 5 o'clock p. m. the taking of testimony before Senator Smith was adjourned.

# **“TITANIC” DISASTER**

---

## **HEARING**

**BEFORE A**

## **SUBCOMMITTEE OF THE COMMITTEE ON COMMERCE UNITED STATES SENATE**

**SIXTY-SECOND CONGRESS**

**SECOND SESSION**

**PURSUANT TO**

### **S. RES. 283**

**DIRECTING THE COMMITTEE ON COMMERCE TO INVESTIGATE THE CAUSES LEADING TO THE WRECK OF THE WHITE STAR LINER “TITANIC”**

---

### **PART 14**

---

**Printed for the use of the Committee on Commerce**

---

**WASHINGTON  
GOVERNMENT PRINTING OFFICE**

**1912**

**SUBCOMMITTEE OF THE COMMITTEE ON COMMERCE.**

**UNITED STATES SENATE.**

**WILLIAM ALDEN SMITH, Michigan, *Chairman.***

**GEORGE C. PERKINS, California.**

**JONATHAN BOURNE, Jr., Oregon.**

**THEODORE E. BURTON, Ohio.**

**F. M. SIMMONS, North Carolina.**

**FRANCIS G. NEWLANDS, Nevada**

**DUNCAN U. FLETCHER, Florida**

**W. M. McKIMMER, *Clerk.***

## “TITANIC” DISASTER.

---

### EXAMINATION ON BOARD S. S. OLYMPIC, NEW YORK HARBOR, BY SENATOR WILLIAM ALDEN SMITH, MAY 25, 1912.

Capt. HERBERT JAMES HADDOCK, being duly sworn, deposed and said:

Q. Will you please give your full name and place of residence?—

A. Herbert James Haddock, Southampton, England.

Q. And your business?—A. Master mariner.

Q. You are captain of the steamship *Olympic*, of the White Star Line?—A. Yes, sir.

Q. And were filling this same position on Sunday, the 14th of April last?—A. Yes, sir.

Q. Can you tell me, Captain, where you were when you heard of the accident to the *Titanic*?—A. Roughly, we were west by south 500 miles of the *Titanic*.

Q. And from whom did you get your first information?—A. From Mr. Moore, the wireless operator.

Q. What time of the day or night did you get this information?—

A. New York time, 10.50 p. m., Sunday [quoting from the report of wireless operator]:

Hear *Titanic* signaling to some ship about striking an iceberg. Am not sure if it is the *Titanic* who has struck an iceberg. Am interfered by atmospherics and many stations working.

This was 10.50 p. m., New York time.

Q. At that time you were about 500 miles away?—A. About 500 miles.

Q. From whom was this information received?—A. At 11 o'clock [quoting from report]:

Hear *Titanic* sending out signals of distress, and I answered his calls immediately.

It was direct from the *Titanic*.

Q. That was a C. Q. D. call?—A. Yes.

Q. What did you do when you received that call?—A. It was 10 minutes later after I got the first call from her, and then we worked out the course and distance to where she was, altered course toward her, and at the same time sent for chief engineer to get up full power.

Q. Did you hear anything further from the *Titanic* while you were going to her assistance?—A. [Quoting from report:]

11.10 *Titanic* replies and gives me his position, 41.46 N. 50.14 W., and says: “We have struck an iceberg.” Reported this information to bridge immediately. Our distance from the *Titanic*, 505 miles. 11.20 p. m. signals with the *Titanic*. He says: “Tell captain get your boats ready and what is your position?” 11.35 p. m. sent message to *Titanic*: “Commander *Titanic*, 4.24 a. m. GMT, 40.52 N. 61.18 W. Are you steering southly to meet us?—Haddock.”

11.40 p. m. *Titanic* says, "Tell captain we are putting the passengers off in small boats." 11.45 p. m. Asked *Titanic* what weather he had had. He says. "Clear and calm." 11.50 p. m. Message to *Titanic*: "Commander *Titanic*, am lighting up all possible boilers as fast as can.—Haddock."

This is the last one to *Titanic*.

Q. Did you have any communication with the *Titanic* prior to the accident on Sunday?—A. Not that I am aware of, sir.

Q. Did you have any information from any other vessel regarding ice on Sunday?—A. On Sunday, after we were informed that this had happened.

Q. With what vessel?—A. 8.30 a. m., New York time, sir. This is the first message we got re ice Sunday. The message is dated the 13th April: Iceberg reported in latitude 41.50, longitude 50.20. Signed Wood. He is the captain of the *Asian*.

Q. That was on Saturday the 13th?—A. It is just dated April 13. He has evidently got the report from somewhere else.

Q. Is that the only ice warning you got that day? You got this report on the 13th, on Monday morning, the day after the accident?—A. Yes. At least, I understood the accident was somewhere about midnight of the 14th or 15th.

Q. It was about 11.45, ship's time?—A. Yes.

Q. That is, Monday morning the 15th?—A. At 10.12 a. m. we got into communication with steamship *Mesaba*.

Can give no information of *Titanic*. Sends following service message:

"Captain *Olympic*, in latitude 42 to latitude 41.25 north, longitude 49 west to longitude 50.35 west, saw heavy pack ice and a large number of icebergs, also some field ice; weather has been very fine and clear.

"CLARK."

Q. That was addressed to you?—A. Yes, sir (quoting from report): At 10.35 a. m. received following service message from the *Parisian*:

Captain *Olympic*:

Field ice extends to latitude 41.22, heavy to the northwest of that, and bergs very numerous of all sizes; had fine, clear weather.

HAINS.

Q. That is the only report of ice?—A. I sent a message to the *Parisian*, but it is merely to advise about that ice he saw. It is not direct report of ice.

Q. When was that, Captain?—A. It was 12.25 p. m. Monday, but the next real report of ice I got from the *Carthage*. It was 4 p. m., Monday (quoting from report):

Following received from *Carthage*:

"CARTHAGE."

"Capt. HADDOCK, *Olympic*:

"South point pack ice 41.16 north. Don't attempt to go north until 49.30 west. Many bergs, large and small, amongst pack; also for many miles to eastward.

"ROSTRON."

Continuing from report:

Fear absolutely no hope searching *Titanic*'s position. Left Leyland S. S. *Californian* searching around. All boats accounted for. About 675 souls saved, crew and passengers, latter nearly all women and children. *Titanic* foundered about 2.20 a. m., 5.47, GMT in 41.16 north, 50.14 west; not certain of having got through. Please forward to White Star—also to Cunard, Liverpool and New York—that I am returning to New York. Consider this most advisable for many considerations.

ROSTRON.

Q. Have you anything further there from Capt. Rostron?—A. There are several messages from him, but this is the first one Sunday or Monday morning.

Q. It was not an official message?—A. This is what Mr. Moore received:

New York time, 2 p. m., was in communication with steamship *Carpathia*. Asked for news of the *Titanic*. He says: “I can not do everything at once. Patience please.”

Then continues—

I received distress signals from the *Titanic* at 11.20 and we proceeded right to the spot mentioned. On arrival at daybreak we saw field ice 25 miles apparently solid, and a quantity of wreckage, and a number of boats full of people. We raised about 670 souls. The *Titanic* has sunk. She went down in about two hours. Captain and all engineers lost. Our captain sent order that there was no need for *Baltic* to come any further, so with that she returned on her course to Liverpool. Are you going to resume your course on that information? We have two or three officers aboard and the second Marconi operator who had been creeping his way through water 30 degrees some time. Mr. Ismay aboard. This information was reported to the commander immediately. I informed the *Carpathia* that if he had any important traffic to get through I would take it for him as I was then in communication with Cape Race. Told *Carpathia* stand by for service message. He informs me that he had had nothing to eat since 5.30 p. m. yesterday. 2.35 p. m. sent following to *Carpathia*:

“Captain *Carpathia*, 7.12 p. m. G. M. T.

“Our position 41.17 north 53.53 west steering east true; shall I meet you and where?

“HADDOCK.”

2.40 p. m., communication with the S. S. *Virginian* (Allan). He says: “Please tell *Carpathia* we have been standing by for him since he asked us to resume our course at 9 a. m., when we were within 25 miles of him. Have message for him.” I told the *Virginian* to give the *Carpathia* a chance as he was so busy. 3.15 p. m., received the following from the *Carpathia*:

“CARPATHIA.

“Captain *Olympic*—7.30. G. M. T. 41.15 north longitude 51.45 west. Am steering south 87 west true, returning to New York with *Titanic*'s passengers.

“ROSTRON.”

“CARPATHIA.

“CAPTAIN OLYMPIC:

“Bruce Ismay is under opiate.

“ROSTRON.”

“CARPATHIA.

“CAPTAIN OLYMPIC:

“Do you think it is advisable *Titanic*'s passengers see *Olympic*? Personally I say not.

“ROSTRON.”

“CARPATHIA.

“CAPTAIN OLYMPIC:

“Mr. Ismay's orders *Olympic* not to be seen by *Carpathia*. No transfer to take place.

“ROSTRON.”

3.35 p. m., following message sent:

“CAPTAIN CARPATHIA:

“Kindly inform me if there is the slightest hope of searching *Titanic* position at daybreak. Agree with you on not meeting; will stand on present course until you have passed and will then haul more to southward. Does this parallel of 41.17 north lead clear of the ice? Have you communicated the disaster to our people at New York or Liverpool? Or shall I do so and what particulars can you give me to send sincere thanks for what you have done?

“HADDOCK.”



Q. Have you anything further from the captain of the *Carpathia*?—A. (Quoting from report:)

4.15 p. m. Told *Carpathia* that we would report the information to White Star immediately. 4.35 p. m., following service messages sent to Cape Race:

"OLYMPIC.

"ISMAY, New York and Liverpool.

"*Carpathia* reached *Titanic* position at daybreak; found boats and wreckage only. *Titanic* had foundered about 2.20 a. m. in 41.16 north 50.14 west; all her boats accounted for; about 675 souls saved, crew and passengers; latter nearly all women and children; Leyland Line S. S. *Californian* remaining and searching position of disaster; *Carpathia* returning to New York with survivors. Please inform Cunard.

"HADDOCK."

Q. Now, as I recollect, that was sent at 4.35 p. m.?—A. Yes; New York mean time.

Q. And no trouble getting coast station?—A. That you will have to ask Mr. Moore, the wireless operator.

Mr. MOORE (wireless operator). No, sir; none whatever.

Q. So that that was received instantly at the coast station?—A. Yes, sir.

Q. At Cape Race?—A. Yes.

Q. And these same messages you have just read, Captain?—A. These did, sir.

Q. Have you anything further from the *Carpathia*?—A. Yes, sir; 4.50 p. m. following service message sent to *Carpathia*:

CAPTAIN CARPATHIA:

Can you give me names survivors; forward?

HADDOCK.

4.52 p. m. Signals with *Californian*, who says:

We were the second boat on the scene of disaster. All we could see there were some boxes and coats and a few empty boats and what looked like oil on the water. When we were near the *Carpathia* he would not answer me, though I kept calling on him, as I wanted the position. He kept talking to the *Baltic*. The latter says he is going to report me for jamming. We were the nearer boat to the *Carpathia*. A boat called the *Birma* was still looking.

5.20 p. m. *Californian* sends through following ice report:

Icebergs and field ice in 42.3 north, 49.9 west, 41.34 north, 50.09 west. He tells us he is 200 miles out of his course.

5.45 p. m. Received following from the *Carpathia*:

[Private. to Capt. Haddock.]

OLYMPIC.

Captain, chief, first, and sixth officers, and all engineers gone. Also doctor, all pursers, one Marconi operator, and chief steward gone. We have second, third, fourth, and fifth officers and one Marconi operator on board.

ROSTON.

At the same time, sir, the following:

CARPATHIA.

CAPTAIN OLYMPIC:

Will send names immediately we can. You can understand we are working under considerable difficulty. Everything possible being done for comfort of survivors. Please maintain stand-by.

ROSTON.

5.45 p. m. *Carpathia* then starts sending names of survivors. He says: "Please excuse sending, but am half asleep."

7.35 p. m. Received 322 first and second class passengers' names from him. During the transmission of the names it was evident that the operator on *Carpathia* was tired out.

7.40 p. m. Sent five private messages to the *Carpathia*. He says the third-class passengers' names and list of crew will follow later.

7.50 p. m. Trying to read Cape Race, who has a bunch of traffic for us. His signals very weak and am interfered with by atmospherics. We tried for some time, but his signals so weak impossible to read them.

8.35 p. m. Sent one private message to *Californian* asking if they had any survivors on board from the *Titanic*.

8.45 p. m. Private message from the *Californian* saying no *Titanic* survivors on board. Standing by for the *Carpathia* and calling him frequently. Hear nothing from him. I informed the commander that I was unable to hear anything more of *Carpathia* and asked, “Should I start sending list of names to Cape Race?” He instructed me to send them. 10 p. m., on the 15th. Calling Cape Race with list of survivors, but can not hear him.

Q. The message that Rostron sent to the Associated Press I would like to have in full.—A. The time is 8.25 p. m. on Monday, the 15th.

Q. This message was relayed through the *Olympic* from the *Carpathia*, and is as follows:

CARPATHIA, Cunard New York and Liverpool:

*Titanic* struck iceberg Monday, 3 a. m., 41.16 north, 40.14 west. *Carpathia* picked up many passengers in boats. Will wire further particulars later. Proceeding back to New York.

ROSTRON.

Q. Was this sent to the Cunard office or to the Associated Press?—A. It was sent to the Cunard and the Associated Press.

Q. Does your memorandum show when you transmitted this message?—A. Yes, sir.

Q. Just indicate, will you, please?—A. I sent them after I sent the list of survivors to Cape Race [quoting from report]:

2.30 a. m. Completed sending list of survivors' names through to Cape Race and then start sending *Carpathia's* service messages, after which received the following from him—

Q. Did you send this message from Capt. Rostron only after you received the list of survivors?—A. Not until after I sent the list of survivors.

Q. Then you sent this message to Capt. Rostron immediately after sending the list of survivors, which is about 2.30 a. m. of Tuesday, the 16th?—A. Yes.

Q. Did you have any trouble reaching Cape Race then?—A. No, sir.

Q. That message you turned over to Cape Race Coast Station without any difficulty?—A. Yes; I presume there were five altogether, and I sent the whole five there.

Q. Do you know the reason why it was not received at the White Star office until the 15th?—A. No, sir.

Q. (To Mr. Moore, wireless operator.) Did you relay a message from Mr. Ismay to Mr. Franklin, New York?—A. No, sir.

Q. That was not relayed through the *Olympic*?—A. No, sir.

Q. (To Capt. Haddock.) Are there any messages there, Captain, that bear upon this matter?—A. These bear on the *Titanic* disaster.

Q. Have you got a copy of them?—A. I think I can spare a copy of it.

Q. Now, Captain, I would like to ask you when you received the first information about the sinking of the *Titanic* you got this information from the *Titanic* direct, that indicated the serious condition she was in, and you went to her relief?—A. Yes, sir.

Q. On Sunday night or Monday morning you had a message from them?—A. Yes, sir.

Q. That impressed you with its seriousness, of course?—A. Yes.

Q. At what time and at what hour did you receive your first information, whether official or unofficial, regarding the sinking?—A. I just read it out to you, sir.

Q. Was that from the *Carpathia*?—A. Yes, sir.

Q. You had no information from any other source than that you have referred to of the ship being sunk?—A. No, sir; none whatever.

Q. The *Virginian* did not advise you of any information you were not in possession of?—A. No, sir.

Q. I want to get particularly to this point. The *Virginian* communicated with Cape Race and Cape Race communicated with Montreal and Montreal communicated with Mr. Franklin over the telephone at 2.30 Monday morning?—A. (By Mr. Franklin.) I called them up about 2.30 and they replied at about 3.30. I told them of the rumor already heard from the Associated Press, and they advised me—about 3.30—that they had the same rumor in Montreal.

Q. You were in position, were you not, to communicate with the *Californian* early Monday morning?—A. I will have to allow Mr. Moore to answer that.

Mr. E. J. MOORE, being duly sworn, gave the following answers on examination by Senator Smith:

Q. What is your name?—A. Ernest James Moore.

Q. Your residence?—A. Topsham, Devonshire, England.

Q. Your business?—A. Wireless operator for the Marconi Co. on the steamship *Olympic*.

Q. 4.52 p. m. on Monday the 15th—was that the first message from the *Californian* that told of the disaster?—A. Yes, sir.

Q. And of the sinking of the ship?—A. It does not mention that, sir; it only says: “Saw quantity of wreckage.”

Q. After that message was received, was the coast station at Cape Race or Cape Sable communicated with giving that information?—A. No, sir.

Q. Were you at any time instructed by anyone not to give that information?—A. No, sir.

Q. (To Capt. Haddock.) Were you, Captain, at any time directed not to give any information concerning it?—A. None whatever.

Q. And your failure to give information in your possession was due to what?—A. To my desire for accuracy in such cases as that, sir.

Q. (To Operator Moore.) The Ismay message, I believe, to Islefrank, New York, which was handed to the *Carpathia* operator, sent after the rescue, telling Mr. Franklin what had occurred, was not sent through the *Olympic*?—A. No, sir; not through us.

Q. Did you receive a message from the *Carpathia*—

ISLEFRANK, New York:

Deeply regret advise you *Titanic* sank this morning after collision iceberg resulting serious loss life. Further particulars later.

BRUCE ISMAY.

A. No such message received by me, sir.

Q. You offered to take any messages from the *Carpathia* and communicate promptly with Cape Race?—A. Yes, sir.

Q. At that time you were then eastward of the *Carpathia*?—A. Yes, sir.

Q. Did the *Carpathia* operator make any effort to use your offer to transmit his messages via Cape Race?—A. No, sir.

Q. What messages did you receive from the White Star Line or Mr. Franklin from New York?—A. First message received 5.20 a. m. Monday the 15th from New York—

Capt. HADDOCK, *Olympic*:

Endeavor communicate *Titanic* and ascertain time and position. reply as soon as possible to Ismay, New York.

F. W. REDWAY.

7.35 a. m. on the same day:

NEW YORK.

COMMANDER OLYMPIC:

Keep us posted full regarding *Titanic*.

FRANKIN.

7.45 a. m.:

To ISMAY, New York:

Since midnight when her position was 41.46 north 50.14 west have been unable to communicate, we are now 310 miles from her, 9 a. m., under full power, will inform you at once if hear anything.

COMMANDER.

Q. Did you get that message from Sable Island?—A. Yes, sir.

Q. I want to call your attention to a message at 1.40 p. m. on Monday, reading as follows:

CAPE RACE AND NEW YORK.

WIRELESS OPERATOR, *Olympic*:

We will pay you liberally for story of rescue of *Titanic*'s passengers.

Was anything done about that?—A. No, sir.

Q. You rendered no special service to the World, and received no compensation?—A. No, sir; I have received seven or eight messages to the same effect.

Q. Can you give the names of the papers?—A. New York Herald, the Sun, and the World.

Q. Evidently you did not answer all of them.—A. I did not send to any of them. I just made a note of that message just to show what we were receiving from time to time.

Q. Then this message was sent, New York time, Monday, the 15th, right after 1.40?—A. Yes, sir. I then informed the operator that it was no use sending me messages from newspapers asking us to send news of the *Titanic*, as we had no news to give.

Q. (To Capt. Haddock.) Captain, I know you have something to do and I want to hurry with you. Did you receive any injunction from the officers of your company, either in Liverpool or New York, requesting you not to give out information?—A. Absolutely, no.

Q. And your failure to give information when you first received it, you say, was due to your desire to make it more accurate?—A. Yes, sir.

Q. The message that you sent a little after 4 seems to be the message that was delivered to Franklin at 6.16?—A. Yes, sir.

Q. You had no suggestion from Mr. Ismay that information be withheld?—A. None whatever.

Q. And you wish to be understood as saying that no information was withheld?—A. None whatever, sir.

Q. Do you know how it happened that the *Baltic* did not make use of the information they had?—A. I did not know she had any, sir; I had not heard anything of the *Baltic*.

Q. The testimony of the operator was that they wished this information from the *Carpathia* and *Californian* early Monday morning. She was in touch with Cape Race, but she was going east and did not give the information out. I wondered whether there was any concerted action among the steamers.—A. She was out of touch of us, sir.

Q. And you stood ready to transmit any information from the *Californian* or *Carpathia* or any other ship to the coast station regarding this accident, and if it was not transmitted as promptly as it should have been it was not due to your fault, but to the fault of those who failed to give you the information?—A. Yes, sir; I do not think that anybody failed to give us the information. The *Carpathia* had at that time a terrible job on her hands.

Q. The captain of the *Carpathia* wired me from Gibraltar that he gave specific instructions to relay messages from Mr. Ismay and other messages immediately through other vessels, and the fact that this message to Mr. Ismay was not relayed caused us some anxiety. We could not understand it.—A. Might I ask what time this was, sir?

Q. Mr. Ismay sent this message two hours after daylight on Monday morning as soon as he got aboard the *Carpathia*, and it was delivered to Mr. Franklin on Wednesday the 17th. Do you know anything about that, Mr. Moore?—A. None whatever.

Q. When did they begin relaying messages from the *Carpathia*?—A. This message was handed in early on Monday morning and no doubt was sent out on Monday morning early, and they did not have to relay it.

Q. (To Mr. Moore.) Did you receive any injunction from the Marconi people or anyone else to withhold information?—A. None whatever.

Q. You received no consideration for withholding it?—A. No; and none was offered to us.

Q. Tell me whether it has been your practice to accept anything for information which comes to you as a wireless operator?—A. No; I have never received anything from anyone.

Q. Would you consider it proper to receive anything?—A. No, sir; I should not.

Q. Can you tell us anything that will tend to throw any light upon the matter we are inquiring into that you have not been asked?—

A. I do not think so, sir; my report covers the whole thing as far as we are concerned.

### LOG AS MADE BY WIRELESS OPERATOR MOORE ON S. S. “ OLYMPIC.”

[Copy furnished Senator William Alden Smith, May 25, 1912.]

SUNDAY, APRIL 14, 1912—NEW YORK TIME.

10.15 a. m.: Standing by for Cape Cod.

10.45 p. m.: Received four messages from Cape Cod.

10.50 p. m.: Hear *Titanic* signaling to some ship about striking an iceberg. Am not sure it is the *Titanic* who has struck an iceberg. Am interfered by atmospherics and many stations working.

11 p. m.: Hear *Titanic* sending out signals of distress, and I answered his calls immediately.

11.10 p. m.: *Titanic* replies and gives me his position, 41.46 N., 50.14 W., and says, “ We have struck an iceberg.” Reported this information to bridge immediately. Our distance from the *Titanic* 505 miles.

11.20 p. m.: Signals with the *Titanic*. He says, “ Tell captain get your boats ready and what is your position?”

11.35 p. m.: Sent message to *Titanic*: “ Commander, *Titanic*, 4.24 a. m. G. M. T. 40.52 N., 61.18 W. Are you steering southerly to meet us? Haddock.”

11.40 p. m.: *Titanic* says, “ Tell captain we are putting the passengers off in small boats.”

11.45 p. m.: Asked *Titanic* what weather he had had. He says, “ Clear and calm.”

11.50 p. m.: Message to *Titanic*: “ Commander, *Titanic*. Am lighting up all possible boilers as fast as can. Haddock.”

11.55 p. m.: Sable Island calling me with traffic. Told him to stand by for a while, as having urgent communication with *Titanic*.

MONDAY, APRIL 15, 1912—NEW YORK TIME.

1230 a. m.: Signals with the S. S. *Hellig Olav*. His signals strong. Asked if he knows anything of *Titanic*. He says, “ No.” Keeping strict watch, but hear nothing more from *Titanic*. Calling Sable Island at intervals. No reply from him.

4.15 a. m. to 5.20 a. m.: Calling *Titanic*. Now daylight; no reply. Sable Island calls up with traffic. Received following:

NEW YORK.

Capt. HADDOCK, *Olympic*:

Endeavor communicate *Titanic* and ascertain time and position. Reply as soon as possible to Ismay, New York.

F. W. REDWAY.

Sent following service via Sable Island:

OPERATOR, *Cape Race*:

Have you any particulars of the *Titanic*?

COMMANDER.

5.30 a. m.: Communication with *La Bretagne*, west bound. Ask him for news of *Titanic*, but he knows nothing.

5.40 a. m.: Signals with S. S. *Asian* with German oil tank in tow for Halifax. Says, “ We are only going 5 knots.” Ask him for news of *Titanic*. Says, “ I think the *Baltic* was some way ahead of us, say about 200 miles. He would be passed her (*Titanic*) same way, I should think, but our ship *Antillian* (Leyland), if he was on watch, should have got *Titanic*. He was only about 60 miles astern, so the captain calculated. Who is ‘ M. G. Y. ’? I informed him ‘ M. G. Y. ’ is the *Titanic*.” Continues: “ I last heard him at 11.58 p. m. calling ‘ S. O. S. ’ Had heard him previous to that, very faint, working to Cape Race.” (This was sent officially again later.)

Calling *Titanic* at intervals until—

7 a. m.: Exchanged signals with Sable Island. Distance, 205 SSE.

7.10 a. m.: Exchanged signals with *Asian*.

7.35 a. m.: Received following service message from Sable Island:

NEW YORK.

COMMANDER OLYMPIC:

Keep us posted fully regarding *Titanic*.

FRANKLIN.

7.40 a. m.: Service from Cape Race via Sable, received as follows:

Your signals good here. Watch and tune for us.

CAPE RACE.

7.45 a. m.: Following message sent via Sable Island:

ISMAI, *New York*:

Since midnight, when her position was 41.46 north 50.14 west, have been unable to communicate. We are now 310 miles from her, 9 a. m., under full power. Will inform you at once if hear anything.

COMMDR.



Called Cape Race several times, but unable to hear him.

7.50 a. m.: Following message sent:

CAPTAIN ASIAN:

Can you give me any information *Titanic*, and if any ships standing by her?

COMMANDER.

8.5 a. m.: Communication with S. S. *Athenai*. He knows nothing of *Titanic*.

8.6 a. m.: Communication with S. S. *Scandinavian*, bound east. He can give me no information either.

8.15 a. m.: Again called Cape Race, but can not hear him.

8.30 a. m.: Following service messages received from *Asian* confirming previous information:

CAPTAIN OLYMPIC:

*Asian* heard *Titanic* signaling Cape Race on and off from 8 to 10 p. m., local time, Sunday. Messages too faint to read. Finished calling S. O. S. midnight. Position given as latitude 41.46, longitude 50.14. No further information. *Asian* then 300 miles west of *Titanic* and towing oil tank to Halifax.

WOOD.

13th April; iceberg reported in latitude 41.50, longitude 50.20.

WOOD.

Keeping close watch until—

9.25 a. m.: Communication with S. S. *Parisian*. He says: "I sent traffic to the *Titanic* at 8.30 last night, and I heard him send traffic just before I went to bed to Cape Race. I turned in at 11.15, ship's time. The *Californian* was about 50 miles astern of us. I heard following this morning, 6 o'clock:

" 'Would you like me to send service message to your commander? According to information picked up the *Carpathia* has picked up about 20 boats with passengers. The *Baltic* is returning to give assistance. As regards *Titanic* I have heard nothing—don't know if she is sunk.' "

(This information was given to the commander immediately verbally.)

10.10 a. m.: Sent two messages to the S. S. *Berlin*.

10.12 a. m.: Communication with S. S. *Mesaba*. Can give no information of *Titanic*. Sends following service:

CAPTAIN OLYMPIC:

In lat. 42 to lat. 41.25 N., long 49 W. to long. 50.35 W. saw heavy pack ice and a large number of icebergs; also some field ice; weather has been very fine and clear.

CLARK.

10.17 a. m.: Received following service from Cape Race, via Sable Island:

"No further news *Titanic*; we have batch traffic for you and your sigs. Good readable here."

10.25 a. m.: Sent following service message via Sable Island:

ISMAY, *New York*:

*Parisian* reports *Carpathia* in attendance and picked up 20 boats of passengers and *Baltic* returning to give assistance. Position not given.

HADDOCK.

10.35 a. m.: Received following message from the *Parisian*:

CAPTAIN OLYMPIC:

Field ice extends to lat. 41.22; heavy to the northwest of that and bergs very numerous of all sizes; had fine clear weather.

HAINS.

10.55 a. m.: Communication with Cape Race; distance, 350 miles. He is just audible, and knows nothing more of *Titanic*; working Cape Race for next hour. Sent his three and received five messages, with assistance from the *Scandinavian*, who is able to read Cape Race. The S. S. *Berlin* working to other ships and interfering with us considerably.

Noon: *Scandinavian* gives "BI" for lunch, Cape Race having no important traffic.

12.25 p. m.: Following service message sent to the *Parisian*:

CAPTAIN PARISIAN:

Many thanks for message. Can we steer to 41.22 north, 50.14 west from westward, and then north to *Titanic* fairly free from ice. We are due there midnight. Should appreciate *Titanic's* correct position if you can give it me.

HADDOCK.

12.50 p. m.: Receiving following service message from *Parisian*:

CAPTAIN OLYMPIC:

Safe from field ice to 41.22, 50.14; as the ice was yesterday, you would need to steer from that position about northeast and north to about lat. 41.42 and 50, then approach his position from the westward, steering about west north-west. My knowledge of the *Titanic's* position at midnight was derived from your own message to New York, in which you gave it as 41.47, 50.20; if such were correct, she would be in heavy field ice and numerous bergs. Hope and trust matters are not as bad as they appear.

HAINS.

1.25 p. m.: Trying to receive from Cape Race his sigs dead week, and the *Berlin* is interfering with me badly; told the *Berlin* that it would be a serious matter for him if he kept on interfering. *Scandinavian* assists me in receiving from Cape Race.

1.40 p. m.: Succeeded in receiving the following message from Cape Race:

NEW YORK.

WIRELESS OPERATOR, *Olympic*:

We will pay you liberally for story of rescue of *Titanic's* passengers any length possible for you to send earliest possible moment. Mention prominent persons.

THE WORLD.

I then informed Cape Race that it was no use sending me messages from newspapers asking us to send news of *Titanic*, as we had no news to give. If he had no important traffic he had better stand-by, as it was most important that I should get hold of some ship who has news of the *Titanic*. Cape Race says, "We must clear traffic, as all the messages are paid for."

Called "CQ" to stand-by.

2 p. m.: Establish communication with the S. S. *Carpathia*; ask him for news of the *Titanic*. He says, "I can't do everything at once. Patience, please." Then continues, "I received distress signals from the *Titanic* at 11.20, and we proceeded right to the spot mentioned. On arrival at daybreak we saw field ice 25 miles, apparently solid, and a quantity of wreckage and a number of boats full of people. We raised about 670 souls. The *Titanic* has sunk. She went down in about two hours. Captain and all engineers lost. Our captain sent order that there was no need for *Baltic* to come any farther. So with that she returned on her course to Liverpool. Are you going to resume your course on that information? We have two or three officers aboard and the second Marconi operator, who had been creeping his way through water 30° sometime. Mr. Ismay aboard." This information was reported to the commander immediately. I informed the *Carpathia* that if he had any important traffic to get through I would take it for him, as I was then in communication with Cape Race.

Told *Carpathia* bi for service message. He informs me that he has had nothing to eat since 5.30 p. m., yesterday.

2.35 p. m.: Sent following to *Carpathia*:

"CAPTAIN CARPATHIA:

"7.12 p. m. G. M. T. Our position 41.17 N. 53.53 W. Steering east, true; shall I meet you and where.

"HADDOCK."

2.40 p. m.: Communication with the S. S. *Virginian* (Allan). He says please tell *Carpathia* we have been standing by for him since he asked us to resume our course at 9 a. m., when we were within 25 miles of him. Have message for him. I told the *Virginian* to give the *Carpathia* a chance, as he was so busy.

3.15 p. m.: Received the following from the *Carthia*:

“ *CARPATHIA*.

“ CAPTAIN OLYMPIC:

“ 7.30. G. M. T. Lat. 41.15 north, long. 51.45 west. Am steering south 87 west, true. Returning to New York with *Titanic's* passengers.

“ *ROSTRON.*”

“ *CARPATHIA*.

“ CAPTAIN OLYMPIC:

“ Bruce Ismay is under opiate.

“ *ROSTRON.*”

“ *CARPATHIA*.

“ CAPTAIN OLYMPIC:

“ Do you think it is advisable *Titanic's* passengers see *Olympic*? Personally I say not.

“ *ROSTRON.*”

“ *CARPATHIA*.

“ CAPTAIN OLYMPIC:

Mr. Ismay orders *Olympic* not to be seen by *Carpathia*. No transfer to take place.

“ *ROSTRON.*”

Following message sent:

“ CAPTAIN *CARPATHIA*:

“ Kindly inform me if there is the slightest hope of searching *Titanic* position at daybreak. Agree with you on not meeting. Will stand on present course until you have passed and will then haul more to southward. Does this parallel of 41.17 N. lead clear of the ice? Have you communicated the disaster to our people at New York or Liverpool, or shall I do so, and what particulars can you give me to send?

“ Sincere thanks for what you have done.

*HADDOCK.*”

4 p. m.: Following from *Carpathia*:

“ *CARPATHIA*.

“ Capt. *HADDOCK, Olympic*:

“ South point pack ice 41.16 north. Don't attempt to go north until 49.30 west. Many bergs, large and small, amongst pack. Also for many miles to eastward. Fear absolutely no hope searching *Titanic's* position. Left *Leyland S. S. Californian* searching around. All boats accounted for. About 675 souls saved, crew and passengers; latter nearly all women and children. *Titanic* foundered about 2.20 a. m., 5.47 G. M. T., in 41.16 north, 50.14 west; not certain of having got through. Please forward to White Star, also to Cunard, Liverpool and New York, that I am returning to New York. Consider this most advisable for many considerations.

“ *ROSTRON.*”

4.15 p. m.: Told *Carpathia* that we would report the information to White Star and Cunard immediately.

4.35 p. m.: Following service messages sent to Cape Race:

“ *OLYMPIC*.

“ *ISMAY, New York and Liverpool*:

“ *Carpathia* reached *Titanic* position at daybreak. Found boats and wreckage only. *Titanic* had foundered about 2.20 a. m. in 41.16 N., 50.14 W. All her boats accounted for. About 675 souls saved, crew and passengers; latter nearly all women and children. *Leyland Line S. S. Californian* remaining and searching position of disaster. *Carpathia* returning to New York with survivors. Please inform Cunard.

“ *HADDOCK.*”

“ *OLYMPIC*.

“ *FRANKLIN ISMAY, New York*:

“ Inexpressible sorrow. Am proceeding straight on voyage. *Carpathia* informs me no hope in searching. Will send names survivors as obtainable. Yamsi on *Carpathia*.

“ *HADDOCK.*”

4.50 p. m.: Following service message sent to *Carpathia*:

“ CAPTAIN *CARPATHIA*:

“ Can you give me names survivors forward?

“ *HADDOCK.*”

4.52 p. m. : Signals with *Californian*, who says: “ We were the second boat on the scene of disaster. All we could see there were some boxes and coats and a few empty boats and what looked like oil on the water. When we were near the *Carpathia* he would not answer me, though I kept on calling him, as I wanted the position. He kept on talking to the *Baltic*. The latter says he is going to report me for jamming. We were the nearer boat to the *Carpathia*. A boat called the *Birma* was still looking.”

Informed the *Californian* that would take note of fact that in cases of distress nearer ships should have precedence.

5.20 p. m. : *Californian* sends through following ice report: Icebergs and field ice in 42.3 north 49.9 west; 41.33 north, 50.09 west. He tells us he is 200 miles out of his course.

5.45 p. m. : Received following from the *Carpathia*:

[Private, to Capt. Haddock, *Olympic*.]

“ Captain: Chief, first, and sixth officers, and all engineers gone; also doctor; all pursers; one Marconi operator, and chief steward gone. We have second, third, fourth, and fifth officers and one Marconi operator on board.

“ ROSTRON.”

“ CARPATHIA.

“ Captain *Olympic*:

“ Will send names immediately we can. You can understand we are working under considerable difficulty. Everything possible being done for comfort of survivors. Please maintain Stanbi.

“ ROSTRON.”

*Carpathia* then starts sending names of survivors. He says: “ Please excuse sending, but am half asleep.”

7.35 p. m. : Received 322 first and second class passengers' names from him. During the transmission of the names it was evident that the operator on *Carpathia* was tired out.

7.40 p. m. : Seven forty sent five private messages to the *Carpathia*. He says the third-class passengers' names and list of crew will follow later.

7.50 p. m. : Trying to read Cape Race, who has a bunch of traffic for us. His signals very weak and am interfered with by atmospherics. We try for some time, but his signals so weak impossible to hear him.

8.25 p. m. : Received following messages from the *Carpathia* for retransmission to Cape Race:

“ CARPATHIA.

“ CUNARD, New York, 7.55 a. m.

“ New York, lat. 41.45 north, long. 50.20 west. Orfanello New York unless otherwise ordered with about Impusieron Calamarais with Mr. Ismay and Bonplandle with so much ice about consider New York best. Large number of icebergs and twenty miles of field ice with bergs amongst.

“ ROSTRON.”

“ *Carpathia*, Cunard, Liverpool.” (Text same as last message.)

“ CARPATHIA.

“ Cunard, New York and Liverpool.

*Titanic* struck iceberg Monday 3 a. m., 41.46 north, 50.14 west. *Carpathia* picked up many passengers in boats. Will wire further particulars later. Proceeding back to New York.

“ ROSTRON.”

“ *Carpathia*, Associated Press, New York.” (Text same as last message.)

Asked *Carpathia* if he had list of third-class and crew survivors ready. He says: “ No; will send them soon.”

8.35 p. m. Sent one private message to *Californian* asking if they had any survivors on board from the *Titanic*.

8.45 p. m. : Private message from the *Californian* saying no *Titanic* survivors on board. Standing by for the *Carpathia* and calling him frequently. Hear nothing from him. I informed the commander that I was unable to hear anything more of *Carpathia* and asked. “ Should I start sending list of names to Cape Race?” He instructed me to send them.

10 p. m.: Calling Cape Race with list of survivors, but can not hear him.

10.30 p. m.: Sable Island answers me and offers traffic. Told him I have list of survivors here and ask him to take them. Sable Island gives "O. K.," and I commence sending them to him.

TUESDAY, APRIL 16, 1912.

12.20 a. m.: Cape Race breaks in. His signals good; says he can read me OJ and that he has already been receiving names I have been sending to Sable Island; so as Cape Race is strong and Sable Island very difficult to read on account of atmospherics, I send the remaining names to Cape Race.

2.30 a. m.: Completed sending list of survivors' names through to Cape Race, and then start sending *Carpathia's* service messages, after which received the following from him:

"NEW YORK.

"Capt. HADDOCK, *Olympic*:

"It is vitally important that we have names of every survivor on *Carpathia* immediately. If you can expedite this by standing by the *Carpathia* please do so.

"FRANKLIN."

2.55 a. m.:

"NEW YORK.

"CAPTAIN OLYMPIC:

"Wireless name of every passenger, officer, crew of *Carpathia*; it is most important. Keep in communication with the *Carpathia* to accomplish this. Instruct *Californian* stand by scene of wreck until she hears from us or is relieved or her coal supply runs short. Ascertain *Californian's* coal and how long she can stand by. Has life raft been accounted for? Are you absolutely satisfied that *Carpathia* has all survivors, as we heard a rumor that *Virginian*, *Parisian* also had survivors? Where is *Baltic*?

"FRANKLIN."

"NEW YORK.

"CAPTAIN OLYMPIC:

"Distressed to learn from your message that *Carpathia* is only steamer with passengers. We understand *Virginian* and *Parisian* also has passengers, and are you in communication with them and can you get any information?

"FRANKLIN."

3.10 a. m.: Now daylight. Cape Race's signals die off.

3.35 a. m.: Signals with the *Virginian*. He says, "We were requested by *Carpathia* to resume our course at the same time as the *Baltic*. We got within 25 miles of the *Titanic*. I heard her distress signal calls, and we went to her right away. We had 200 miles to go."

Received following service message:

8.45 a. m.:

"VIRGINIAN.

"CAPTAIN OLYMPIC:

"Hear rumors that we have survivors of *Titanic* on board. This is not so. I have none. At 10 a. m. yesterday, when 30 miles from position of disaster, received Marconi from Marconi, as follows:

"'Turn back now. Everything O. K. We have 800 aboard. Return to your northern track.' I consequently proceeded on my course to Liverpool. Similar instructions were sent at same time to the *Baltic* from *Carpathia*. I passed a large quantity of heavy field ice and bergs. Compliments.

"GAMBELL."

BY SENATOR WILLIAM ALDEN SMITH, ON SATURDAY, MAY 25, IN  
THE FIREROOM ON BOARD S. S. "OLYMPIC," NEW YORK.

Examination of FREDERICK BARRETT.

Q. What is your name?—A. Frederick Barrett.

Q. Place of residence?—A. Southampton.

Q. You were a fireman on the *Titanic*?—A. I was leading fireman.

Q. Were you on duty on the night of the accident?—A. Yes.

Q. Where?—A. In 6 section.

Q. Were you there when the accident occurred?—A. Yes. I was standing talking to the second engineer. The bell rang, the red light showed. We sang out shut the doors [indicating the ash doors to the furnaces] and there was a crash just as we sung out. The water came through the ship's side. The engineer and I jumped to the next section. The next section to the forward section is No. 5.

Q. Where did the water come through?—A. About 2 feet above the floor plates, starboard side.

Q. How much water?—A. A large volume of water came through.

Q. How big was this hole in the side?—A. About 2 feet above the floor plates.

Q. You think it was a large tear?—A. Yes; I do.

Q. All along the side of No. 6?—A. Yes.

Q. How far along?—A. Past the bulkhead between sections 5 and 6, and it was a hole 2 feet into the coal bunkers. She was torn through No. 6 and also through 2 feet abaft the bulkhead in the bunker at the forward head of No. 5 section. We got through before the doors broke, the doors dropped instantly, automatically from the bridge. I went back to No. 6 fireroom and there was 8 feet of water in there. I went to No. 5 fireroom when the lights went out. I was sent to find lamps, as the lights were out, and when we got the lamps we looked at the boilers and there was no water in them. I ran to the engineer and he told me to get some firemen down to draw the fires. I got 15 men down below.

Q. Did you not have fires in No. 6?—A. Yes, the fires were lit when the water came.

Q. I would like to know how many boilers were going that night?—A. There were five boilers not lit.

Q. How many were there going?—A. There was 24 boilers lit and five without. Fires were lighted in three boilers for the first time Sunday, but I don't know whether they were connected up or not.

Q. This tear went a couple of feet past the bulkhead in No. 5. How were you able to keep the water from reaching?—A. It never came above the plates, until all at once I saw a wave of green foam come tearing through between the boilers and I jumped for the escape ladder.

Q. Was there any indication of any explosion of a boiler?—A. There was a knocking noise, but no explosion, only when the ship was sinking a volume of smoke came up.

Q. Can you tell us how long you have been on the *Titanic*?—A. I only joined it at Southampton.

Q. How did you escape?—A. I got in lifeboat 13.

Q. Was it a collapsible boat?—A. I can not tell.

Q. You were in charge of No. 13 for about an hour—how many were in that boat?—A. Sixty-five or 70.

Q. How many sailors?—A. I can not tell.

Q. What officer was in charge?—A. No officer in it. Because I had no clothes I felt myself giving out and gave it to somebody else. I do not know who it was.



Q. Was there any objection to your getting into the boat?—A. No, sir.

Q. Where was it loaded?—A. At A deck. It was lowered to A deck. They were very full up when we got in.

Q. Was there an officer there at the time?—A. No, sir.

Q. You got in and took charge of the boat and remained in charge until you got chilled?—A. Yes.

Q. Then who took it over?—A. I could not say who it was.

Q. Was there any large number of people in A deck at the time you got up there?—A. There was not, sir.

Q. How did you reach A deck?—A. I came up along the hatchway.

Q. Did you meet any third-class passengers?—A. No, sir.

Q. Were they held off in any way?—A. No, sir.

Q. They had the same privilege to go up on A deck?—A. They had as much privilege as anybody else. About this signal [indicating].

Q. The white light up there indicates full speed?—A. Yes.

Q. When you received the red signal the white disappears?—A. A bell rings when the signal appears.

Q. When the bell rings you look up there and see the signal light?—A. Yes, sir.

Q. The white light indicates full speed, and that was the light shown that Sunday night up to the time you got the red-light signal to stop, which was just before the collision?—A. Yes.

Q. And that was the first time during the voyage that the 24 boilers were running?—A. Yes.

INTERNATIONAL MERCANTILE MARINE CO.,  
New York, May 25, 1912.

Senator WILLIAM ALDEN SMITH,  
United States Senate, Washington, D. C.

DEAR SIR: Inclosed please find letter addressed to you which we have received from Capt. Lord of the steamer *Californian*, dated Liverpool, May 11.

Yours, truly,

P. A. S. FRANKLIN,  
Vice President.

S. S. “ CALIFORNIAN,”  
Liverpool, May 11, 1912.

Senator SMITH.

SIR: After leaving Boston I found that I had unintentionally given a wrong reply to one of your questions. You asked me, “ Could I give you the temperature of the water from my log book.” I replied, “ No; but I could give it to you from memory,” which I did.

The log books I have always used have not had a column for temperature of water, but this voyage we have had a new type of book, which has the column in. Although I had the log book at the time you asked me, my reply was based on the ones I had always been in the habit of using. Below I give you the temperature of air and water from noon April 14 to noon April 15.

I am, sir, yours, respectfully,

STANLEY LORD.

	Air.	Water.
April 14—Noon .....	50	56
4 p. m. ....	37	36
8 p. m. ....	30	32
Midnight .....	27	28
April 15—4 a. m. ....	29	29
8 a. m. ....		
Noon .....	38	31

Senator SMITH. I submit, to be printed in the record, the following affidavit of James R. McGough:

I, James R. McGough, do depose and say that I was a passenger on the Steamship *Titanic* on Sunday, April 14, 1912, the time of the disaster; that I live in Philadelphia, Pa.; that I am 36 years of age; and I hereby make the following statement:

I was awakened at 11.40 p. m., ship time; my stateroom was on the starboard side—deck E—and was shared with me by Mr. Flynn, a buyer for Gimbel Bros., New York, at Thirty-third and Broadway. Soon after leaving our stateroom we came in contact with the second dining-room steward, Mr. Dodd, in the companionway, of whom we asked the question, “Is there any danger?” and he answered, “Not in the least,” and suggested that we go back to bed, which we did not, however, do.

It was our intention to go up on the promenade deck, but before doing so I rapped on the door of the stateroom opposite mine, which was occupied by a lady, and suggested to her that she had better get up at once and dress, as there was apparently something wrong.

Mr. Flynn and I then ascended to promenade deck A, and after being up there about 10 minutes were notified to put on life preservers as a matter of precaution. We then had to go all the way from promenade deck back to our stateroom, which was on E deck. After procuring our life preservers we went back again to the top deck, and after reaching there discovered that orders had been given to launch the lifeboats, and that they were already being launched at that time.

They called for the women and children to board the boats first. Both women and men, however, hesitated, and did not feel inclined to get into the small boats, thinking the larger boat was the safer. I had my back turned looking in the opposite direction at that time and was caught by the shoulder by one of the officers, who gave me a push, saying, “Here, you are a big fellow; get into the boat.”

Our boat was launched with 28 people: we, however, transferred 5 from one of the other boats after we were out in the ocean, which as some time after the ship went down.

When our lifeboats left the vessel, we were directed to row away a short distance from the large boat, feeling it would be but a short time until we would be taken back on the *Titanic*. We then rested on our oars; but after realizing that the *Titanic* was really sinking, we rowed away for about half a mile, being afraid that the suction would draw us down.

Although there were several of us wanted drinking water, it was unknown to us that there was a tank of water and also some crackers in our boat, having no light on our boat; and we did not discover this fact—that is, as to the tank of water—until after reaching the *Carpathia*.

The following questions are asked by Mr. O'Donnell:

Q. Do you know anything about the wireless?—A. No.

Q. Did you see the captain at any time after being awakened?—A. No.

Q. Did you see any neglect of duty by the crew at the offset?—A. No; they were all calm and apparently well disciplined: there was no panic at all.

Q. Have you any complaint to make in regard to the officers or crew?—A. No.

Q. Did you see any other ships or lights?—A. I saw lights, but was told they were from our own life-saving boats.

Q. Did you hear any guns or revolvers fired?—A. No.

Q. Which side of the ship were you on?—A. Starboard side.

Q. Did you see any one drunk, or drinking, on the *Titanic* during your voyage?—A. I saw no one drunk.

Q. How fast was the *Titanic* going at the time of the accident?—A. I do not know.

Q. Did you see Ismay at any time after you awakened?—A. No.

Q. Did you see any ice?—A. Not until the next morning, as I had gone to bed at 10 o'clock, and was asleep.

Q. Did you hear any groans or moaning after you got into the lifeboat?—A. Yes.

Q. Do you think if the crew on the lifeboat had gone back they could have picked up some of the passengers who were in the water?—A. I could not say; but some of the women passengers objected to our making the effort.

Q. Did the captain or officers tell the steward to call the passengers on one side only, and what was the purpose?—A. I do not know.

Q. State further anything else you know?—A. The above is a complete statement from the time of the accident until the time I got on board the *Carpathia*.

Q. Were you fully dressed?—A. I was fully dressed.

It is hereby certified that the within statement is true and correct, to the best of my knowledge and belief.

JAMES R. MCGOUGH.

Subscribed and sworn to before me this 1st day of May, A. D. 1912.

ED. O'DONNELL,

Chief Deputy United States Marshal.

Senator SMITH. I submit, to be printed in the record, the following affidavit of Catherine E. Crosby:

STATE OF WISCONSIN,

Milwaukee County, ss:

CATHERINE E. CROSBY, being first duly sworn, upon her oath says that she is the widow of Capt. Edward Gifford Crosby, deceased; that she resides at 474 Marshall Street, city of Milwaukee, which is her home.

Deponent further says that, on the 10th day of April, 1912, at Southampton, England, she embarked as a passenger on the steamer *Titanic* for the port of New York; that her husband, Edward G. Crosby, and her daughter, Harriette R. Crosby, were with her on said steamer; that she and her husband occupied stateroom No. 22 and her daughter occupied stateroom No. 26, they being first-class passengers on said steamer. Deponent noticed nothing unusual or out of the ordinary, either in the equipment of the vessel or in the handling of her, and nothing unusual occurred until Sunday, the 14th day of April, 1912, when deponent noticed that the seamen on board the *Titanic* were taking the temperature of the water on the afternoon of that day, and it was stated by those engaged in doing this that the temperature of the water was colder and indicated that the boat was in the vicinity of ice fields; this was about the middle of the afternoon, as I recollect it.

At that time my husband and I were walking up and down the promenade deck, which, as I recollect it, was the deck below the hurricane deck, and it was while we were walking up and down this deck that I first noticed these seamen taking the temperature of the water. My husband was a sailor all his lifetime, and he told me all about it, and it was from that that I knew what they were doing. I could see what they were doing. My husband retired at about 9 o'clock that evening, and I retired about 10.30. Elmer Taylor, one of the passengers who went over with us on the steamer, told me afterwards, when we were on the *Carpathia*, that at the time I retired that night he noticed the boat was going at full speed. I had not retired long when I was suddenly awakened by the thumping of the boat. The engines stopped suddenly. This was about 11.30. Capt. Crosby got up, dressed, and went out, and came back again and said to me, "You will lie there and drown," and went out again. He said to my daughter, "The boat is badly damaged; but I think the watertight compartments will hold her up." I then got up and dressed, and my daughter dressed, and followed my husband on deck, and she got up on deck, and the officer told her to go back and get on her life preserver and come back on deck as soon as possible. She reported that to me, and we both went out on deck where the officer told us to come. I think it was the first or second boat that we got into. I do not recollect other boats being lowered at that time; I did not see them. This was on the left-hand side where the officer told us to come, and it was the deck above the one on which our staterooms were located; our staterooms were located on the B deck, and we went to the A deck where the officer and lifeboat were. We got into the lifeboat that was hanging over the rail alongside the deck; we got in and men and women, with their families, got in the boat with us; there was no discrimination between men and women. About 36 persons got in the boat with us. There were only two officers in the boat, and the rest were all first-class passengers. My husband did not come back again after he left me, and I don't know what became of him, except that his body was found and brought to Milwaukee and buried.

There were absolutely no lights in the lifeboats, and they did not even know whether the plug was in the bottom of the boat to prevent the boat from

sinking; there were no lanterns, no provisions, no lights, nothing at all in these boats but the oars. One of the officers asked one of the passengers for a match with which to light up the bottom of the boat to see if the plug was in place; the officers rowed the boat a short distance from the *Titanic*, and I was unable to see the lowering of any other boats, and we must have rowed quite a distance, but could see the steamer very plainly; saw them firing rockets, and heard a gun fired as distress signals to indicate that the steamer was in danger; we continued a safe distance away from the steamer, probably a quarter of a mile at least, and finally saw the steamer go down very distinctly; we did not see nor hear about any trouble on the steamer that is reported to have taken place afterwards; we got away first, and got away a safe distance, so that we could not see nor hear what took place, until the steamer went down, which was about 2.20 a. m. on the morning of the 15th; I heard the terrible cries of the people that were on board when the boat went down, and heard repeated explosions, as though the boilers had exploded, and we then knew that the steamer had gone down, as her lights were out, and the cries of the people and the explosions were terrible; our boat drifted around in that vicinity until about daybreak, when the *Carpathia* was sighted and were taken on board; we had to row quite a long time and quite a distance before we were taken on board the *Carpathia*; I was suffering from the cold while I was drifting around, and one of the officers put a sail around me and over my head to keep me warm, and I was hindered from seeing any of the other lifeboats drifting in the vicinity or observe anything that took place while we were drifting around until the *Carpathia* took us on board; we received very good treatment on the *Carpathia*, and finally arrived in New York; it was reported on the *Carpathia* by passengers, whose names I do not recollect, that the lookout who was on duty at the time the *Titanic* struck the iceberg had said: “I know they will blame me for it, because I was on duty, but it was not my fault; I had warned the officers three or four times before striking the iceberg that we were in the vicinity of icebergs, but the officers on the bridge paid no attention to my signals.” I can not give the name of any passenger who made that statement, but it was common talk on the *Carpathia* that that is what the lookout said.

I don't know anything about workmen being on the boat, and that the boat was not finished, and that the water-tight compartments refused to work; I have read it in the papers, but personally I know nothing about it; I also heard that there were no glasses on board the vessel; they were loaned from a vessel to be used on the voyage from Liverpool to Southampton and then returned to the vessel, and the *Titanic* proceeded without any glasses; Mr. Elmer Taylor informed me after we got on the *Carpathia* that a dinner was in progress at the time the boat struck; this banquet was given for the captain, and the wine flowed freely; personally I know nothing about this; I do not recollect anything of importance that occurred any more than I have stated.

CATHERINE E. CROSBY.

Subscribed and sworn to before me this 17th day of May, 1912.

MAX C. KRAUSE,

Notary Public, Milwaukee County, Wis.

My commission expires September 13, 1914.

Senator SMITH. I submit also to be printed in the record the following letter from Mr. William Shelley, transmitting the accompanying affidavit of Mrs. Imanita Shelley:

P. O. Box 597,

Deer Lodge, Mont., May 15, 1912.

HON. WILLIAM ALDEN SMITH,

Chairman Titanic Investigation Committee, Washington, D. C.

DEAR SIR: Inclosed herewith find sworn statement of Imanita Shelley (Mrs. William Shelley) in regard to the *Titanic* disaster. If there are any other points you would like more light upon please send us list of questions, and Mrs. Shelley will answer them before a notary and to the best of her ability.

In the inclosed statement no mention was made of the fact that Mrs. Shelley was charged £1 English money for a wireless message to her husband, at Deer Lodge, Mont., which aerogram was never delivered. In New York City Mrs. Shelley was informed that several other passengers had also paid for aerograms which had failed to reach their destination.

As this subject was caused by the wireless operator on board the *Carpathia*, it was not included in her statement of facts concerning the *Titanic's* administration.

Yours, very truly,

WILLIAM SHELLEY.

---

AFFIDAVIT.

STATE OF MONTANA, *County of Powell*, ss.

Mrs. Imanita Shelley, of lawful age, being first duly sworn as regards the *Titanic* disaster, on her oath deposes and says:

That her mother, Mrs. Lutie Davis Parrish, of Woodford County, Ky., and herself embarked on the White Star Steamship *Titanic* at Southampton, England, upon the 10th day of April, 1912, having purchased the best second-class accommodation sold by said company.

That instead of being assigned to the accommodation purchased, were taken to a small cabin many decks down in the ship, which was so small that it could only be called a cell. It was impossible to open a regulation steamer trunk in said cabin. It was impossible for a third person to enter said cabin unless both occupants first of all crawled into their bunks.

That the stewardess was sent to the chief purser demanding transfer to accommodation purchased. That he replied he could do nothing until the boat had left Queenstown, Ireland, when he would check up all tickets and find out if there was any mistake.

That after leaving Queenstown Mrs. L. D. Parrish made 11 trips herself to the purser asking for transfer, only to be put off with promises. That at 9 o'clock p. m., no one having come to take them to better quarters, Mrs. Shelley wrote a note to the purser to the effect that she had paid for the best second-class accommodation on the ship and had the receipts to prove it; that she was very ill and, owing to the freezing cold of the cabin, was in great danger; that if he, the purser, refused to act she, Mrs. Shelley, would appeal to the captain; that if neither would act she realized she would have to wait until reaching America for redress, but most assuredly would claim damages if she lived to reach her native land.

That the result of this letter was the arrival of four stewards to carry her to the room paid for, who offered apology after apology.

That the stewardess, on being asked what the purser had said on reading the note, replied: "He asked first if you were really so very sick, to which I answered there was no doubt about that. Then the purser asked me if there was such a cabin on board the *Titanic* where a cabin trunk could not be opened; to which I replied in the affirmative. I also told him that the cabin was entirely too small for two women, and that two men could not hardly fit in; that it was impossible for myself or the steward to enter the cabin to wait upon the occupants unless both of them first climbed into their berths. The purser then told me that he would have to act at once, or the company would get into trouble."

That after being transferred to this new cabin the second-class physician, Dr. Simpson, called from three to four times a day; that he feared the attack of tonsillitis brought on by the chill would become diphtheretic and ordered Mrs. Shelley to remain in her cabin.

That this cabin, though large and roomy, was not furnished in the comfortable manner as the same accommodation procured on the Cunard and other lines; that it looked in a half-finished condition; that this room was just as cold as the cell from which we had been removed, and on asking the steward to have heat turned on, he answered that it was impossible, as the heating system for the second-class cabins refused to work. That of all the second-class cabins, only three—the three first cabins to be reached by the heat—had any heat at all, and that the heat was so intense there that the occupants had complained to the purser, who had ordered the heat shut off entirely; consequently the rooms were like ice houses all of the voyage, and Mrs. L. D. Parrish, when not waiting on her sick daughter, was obliged to go to bed to keep warm.

That afterwards, when on board the *Carpathia*, Mrs. Shelley took pains to inquire of steerage passengers as to whether or not they had heat in the steerage of the *Titanic* and received the answer that there was the same trouble with their heating plant, too.



That although the servants on board were most willing, they had a hard time to do their work; that the stewardess could not even get a tray to serve Mrs. Shelley's meals and had to bring the plates and dishes one at a time in her hands, making the service very slow and annoying. The food, though good and plentiful, was ruined by this trouble in serving. That although both steward and stewardess appealed time and time again to the heads of their departments, no relief was obtained; there seemed to be no organization at all.

That in the ladies' toilet room only part of the fixtures had been installed, some of the said fixtures being still in crates.

That in the early evening of the night of the accident the temperature had fallen considerably, so that all on board realized we were in the ice belt. There were rumors of wireless messages from other ships warning of icebergs close at hand. It was also reported that certain first-class passengers had asked if the ship was to slow down whilst going through the ice belts and had been told by the captain that, on the contrary, the ship would be speeded through.

That at the moment of the collision we were awakened out of sleep by the shock, and especially by the stopping of the engines. That excited voices were heard outside in the passage saying that an iceberg had been run into. That after continued ringing of the steward bell a steward, but not the regular one, came and insisted that all was well and for all passengers to go back to bed. Afterwards, on board the *Carpathia*, a first-cabin passenger, a Mme. Baxter, of Montreal, Canada, told Mrs. Shelley that she had sent her son to the captain at the time of the collision to find out what to do. That her son had found the captain in a card game, and he had laughingly assured him that there was no danger and to advise his mother to go back to bed.

That about three-quarters of an hour after returning to their berths a steward came running down the passage bursting open the cabin doors and calling "All on deck with life belts on." That this steward brought Mrs. Parrish and Mrs. Shelley each a life belt and showed them how to tie them on. That they were told to go up to the top deck, the boat deck. That as Mrs. Shelley was very weak, it took several minutes to reach the upper deck. That Mr. and Mrs. Isidore Strauss, who had known of Mrs. Shelley being so ill, met them on the way and helped them to the upper deck, where they found a chair for her and made her sit down.

That owing to the great number of persons on the deck Mrs. Shelley was not able to see anything of the handling of boats except the one she herself was placed in. There was practically no excitement on the part of anyone during this time, the majority seeming to think that the big boat could not sink altogether, and that it was better to stay on the steamer than trust to the little boats. After sitting in the chair for about five minutes one of the sailors ran to Mrs. Shelley and implored her to get in the lifeboat that was then being launched. He informed Mrs. Shelley that it was the last boat on the ship, and that unless she got into this one she would have to take her chances on the steamer, and that as she had been so sick she ought to take to the boat and make sure. Mrs. Strauss advised taking to the boats, and, pushing her mother toward the sailor, Mrs. Shelley made for the davits where the boat hung. It was found impossible to swing the davits in, which left a space of between 4 and 5 feet between the edge of the deck and the suspended boat. The sailor picked up Mrs. Parrish and threw her bodily into the boat. Mrs. Shelley jumped and landed safely. That two men of the ship's crew manned this boat at the time of launching, one of whom said he was a stoker and the other a ship's baker. That at the time of launching these were the only men in the boat. That at the time of lowering the boat it seemed to be as full of passengers as the seating capacity called for, but owing to the excitement no thought of numbers entered Mrs. Shelley's head. The boat appeared to be filled with as many as could get in without overcrowding, all of them women and children, with the exception of the two mentioned above.

That on trying to lower the boat the tackle refused to work and it took considerable time, about 15 minutes, it is believed, to reach the water. That on reaching the water the casting-off apparatus would not work and the ropes had to be cut.

That just as they reached the water a crazed Italian jumped from the deck into the lifeboat, landing on Mrs. Parrish, severely bruising her right side and leg. This gave them one extra man.

After cutting loose from the ship the orders were to pull out toward the other boats and get as far away from the probable suction which would ensue if the



steamer should sink. Orders were also given to keep in sight of the green light of the ship's boat which had been sent out ahead to look for help. That on reaching a distance of about 100 yards from the *Titanic* a loud explosion or noise was heard, followed closely by another, and the sinking of the big vessel began.

Throughout the entire period from the striking of the icebergs and taking to the boats the ship's crew behaved in an ideal manner. Not a man tried to get into a boat unless ordered to, and many were seen to strip off their clothing and wrap around the women and children who came up half clad from their beds. Mrs. Shelley feels confident that she speaks the truth when she says that with the exception of those few men ordered to man the boats all other sailors saved had gone down with the ship and were miraculously saved afterwards. Mrs. Shelley says that no crew could have behaved in a more perfect manner and that they proved themselves men in every sense of the word. That after the sinking of the ship the boat they were in picked up several struggling in the water and were fortunate enough to rescue 30 sailors who had gone down with the ship, but who had been most miraculously blown out of the water after one of the explosions and been thrown near a derelict collapsible boat to which they had managed to cling. That after taking all these men on board the boat was so full that many feared they would sink, and it was suggested that some of the other boats should take some of these rescued ones on board; but they refused, for fear of sinking.

Mrs. Shelley states that she does not know what the official number of her lifeboat was, nor the official numbers of the boats finally rescued by the *Carpathia*; that on conversing with members of the crew and other survivors on board the *Carpathia* it was told Mrs. Shelley that 13 boats had been picked up; that the first boat to be picked up by the *Carpathia* was what was called the signal boat—the one with the green light—which all followed as a guide and which had been picked up about 3 or half past 3 in the morning; that the boat Mrs. Shelley was in was picked up shortly after 8 o'clock in the morning.

That as to equipment of the lifeboats there was none in her boat except four oars and a mast, which latter was useless; that there was no water nor any food; that there was neither compass nor binnacle light nor any kind of lantern; that on questioning occupants of other lifeboats they told her the same story—lack of food, water, compass, and lights, and that several boats had no oars or only two or three.

That one of the *Titanic's* crew who was saved told that no positions had been assigned to any of the crew in regard to lifeboat service, as is the rule, and that that was one of the reasons of the confusion in assigning men to manage the lifeboats when the accident did occur.

That right after the *Titanic* began to sink a steamer was sighted about 2 miles away, and all were cheered up, as it was figured that they would all be picked up inside an hour or so; that, however, their hopes were blighted when the steamer's lights suddenly disappeared. Further deponent saith not.

MRS. IMANITA SHELLEY.

STATE OF MONTANA.

County of Powell, ss.

Subscribed and sworn to before me, the undersigned, a notary public in and for said county and State, this 15th day of May, A. D. 1912.

[SEAL.]

SIMON P. WILSON,

Notary Public for the State of Montana.  
(Residing at Deer Lodge, Powell County, Mont.)

My commission expires December 3, 1912.

Senator SMITH. I submit also, to be printed in the record, the following letter from C. C. Adams, vice president Postal Telegraph-Cable Co.:

POSTAL TELEGRAPH-CABLE CO.,  
EXECUTIVE OFFICES, 253 BROADWAY,  
New York, May 21, 1912.

HON. WILLIAM ALDEN SMITH,

United States Senator, Washington, D. C.

DEAR SIR: In compliance with your request in regard to the wireless message from the *Carpathia* announcing the sinking of the *Titanic*, dated April 15, but not actually delivered in New York until April 17, I write to state:

The Postal Telegraph-Cable Co. received this message at its main operating room in New York City on April 17, at 8.58 a. m., by direct wire from Montreal,

and delivered it from its branch office at the Produce Exchange to the White Star office within 30 minutes from the time the message reached our lines. The telegraph department of the Canadian Pacific Railway, which sent us the message from Montreal at 8.58 a. m., on April 17, informs us that they received the message from the wireless company at Halifax, Nova Scotia, at 8.26 a. m., on the same morning, April 17.

I would add that my company has no knowledge of any person withholding any reports of the sinking of the *Titanic*.

Very respectfully,

C. C. ADAMS,

*Vice President Postal Telegraph-Cable Co.*

Senator SMITH. I submit also statement of Mrs. Lucian P. Smith, to be printed in the record.

STATEMENT OF MRS. LUCIAN P. SMITH, ONE OF THE SURVIVORS OF THE “ TITANIC.”

At 7.30 p. m., as usual, my husband and I went to dinner in the café. There was a dinner party going on, given by Mr. Ismay to the captain and various other people on board ship. This was an usual occurrence of the evening, so we paid no attention to it. The dinner did not seem to be particularly gay; while they had various wines to drink, I am positive none were intoxicated at a quarter of 9 o'clock, when we left the dining room. There was a coffee room directly outside of the café, in which people sat and listened to the music and drank coffee and cordials after dinner. My husband was with some friends just outside of what is known as the Parisian Café. I stayed up until 10.30, and then went to bed. I passed through the coffee room, and Mr. Ismay and his party were still there. The reason I am positive about the different time is because I asked my husband at the three intervals what time it was. I went to bed, and my husband joined his friends. I was asleep when the crash came. It did not awaken me enough to frighten me; in fact, I went back to sleep again. Then I awakened again, because it seemed that the boat had stopped. About that time my husband came into the room. Still I was not frightened, but thought he had come in to go to bed. I asked him why the boat had stopped, and, in a leisurely manner, he said: “We are in the north and have struck an iceberg; it does not amount to anything, but probably delay us a day getting into New York. However, as a matter of form, the captain has ordered all ladies on deck.” That frightened me a little, but after being reassured there was no danger I took plenty of time in dressing—putting on all my heavy clothing, high shoes, and two coats, as well as a warm knit hood.

While I dressed, my husband and I talked of landing, not mentioning the iceberg. I started out, putting on my life preserver, when we met a steward, who was on his way to tell us to put on life preservers and come on deck. However, I returned to the room with the intention of bringing my jewelry, but my husband said not to delay with such trifles. However, I picked up two rings and went on deck. After getting to the top deck, the ladies were ordered on Deck A without our husbands. I refused to go; but, after being told by three or four officers, my husband insisted, and, along with another lady, we went down. After staying there some time with nothing seemingly going on, some one called upstairs saying they could not be lowered from that deck, for the reason it was inclosed in glass. That seemed to be the first time the officers and captain had thought of that, and hastened to order us all on the top deck again. There was some delay in getting lifeboats down; in fact, we had plenty of time to sit in the gymnasium and chat with another gentleman and his wife. I kept asking my husband if I could remain with him rather than go in a lifeboat. He promised me I could. There was no commotion, no panic, and no one seemed to be particularly frightened; in fact, most of the people seemed interested in the unusual occurrence, many having crossed 50 and 60 times. However, I noticed my husband was busy talking to any officer whom he came in contact with; still I had not the least suspicion of the scarcity of lifeboats, or I never should have left my husband.

When the first boat was lowered from the left-hand side I refused to get in, and they did not urge me particularly; in the second boat they kept calling for one more lady to fill it, and my husband insisted that I get in it, my friend having gotten in. I refused unless he would go with me. In the meantime Capt. Smith was standing with a megaphone on deck. I approached him and told him I was alone, and asked if my husband might be allowed to go in the boat with me. He ignored me personally, but shouted again through his

megaphone, “Women and children first.” My husband said, “Never mind, captain, about that; I will see that she gets in the boat.” He then said, “I never expected to ask you to obey, but this is one time you must: it is only a matter of form to have women and children first. The boat is thoroughly equipped, and everyone on her will be saved.” I asked him if that was absolutely honest, and he said, “Yes.” I felt some better then, because I had absolute confidence in what he said. He kissed me good-by and placed me in the lifeboat with the assistance of an officer. As the boat was being lowered he yelled from the deck. “Keep your hands in your pockets; it is very cold weather.” That was the last I saw of him; and now I remember the many husbands that turned their backs as that small boat was lowered, the women blissfully innocent of their husbands’ peril, and said good-by with the expectation of seeing them within the next hour or two. By that time our interest was centered on the lowering of the lifeboat, which occurred to me—although I know very little about it—to be a very poor way to lower one. The end I was in was almost straight up, while the lower end came near touching the water. Our seaman said, himself, at the time, that he did not know how to get the rope down, and asked for a knife. Some person in the boat happened to have a knife—a lady, I think—who gave it to him. He cut the rope, and we were about to hit bottom when some one spoke of the plug. After a few minutes’ excitement to find something to stop up the hole in the bottom of the boat where the plug is, we reached the water all right. The captain looked over to see us, I suppose, or something of the kind, and noticed there was only one man in the boat. Maj. Peuchen, of Canada, was then swung out to us as an experienced seaman. There was a small light on the horizon that we were told to row toward. Some people seemed to think it was a fishing smack or small boat of some description. However, we seemed to get no nearer the longer we rowed, and I am of the opinion it was a star.

Many people in our boat said they saw two lights. I could not until I had looked a long time; I think it was the way our eyes focused, and probably the hope for another boat. I do not believe it was anything but a star. There were but 24 people in our boat—they are supposed to hold 50. During the night they looked for water and crackers and a compass, but they found none that night. We were some distance away when the *Titanic* went down. We watched with sorrow, and heard the many cries for help and pitied the captain, because we knew he would have to stay with his ship. The cries we heard I thought were seamen, or possibly steerage, who had overslept, it not occurring to me for a moment that my husband and my friends were not saved. It was bitterly cold, but I did not seem to mind it particularly. I was trying to locate my husband in all the boats that were near us. The night was beautiful; everything seemed to be with us in that respect, and a very calm sea. The icebergs on the horizon were all watched with interest; some seemed to be as tall as mountains, and reminded me of the pictures I had studied in geography. Then there were flat ones, round ones also. I am not exactly sure what time, but think it was between 5 and 5.30 when we sighted the *Carpathia*. Our seamen suggested we drift and let them pick us up; however, the women refused and rowed toward it. Our seaman was Hichens, who refused to row, but sat on the end of the boat wrapped in a blanket that one of the women had given him. I am not of the opinion that he was intoxicated, but a lazy, uncouth man, who had no respect for the ladies, and who was a thorough coward. We made no attempt to return to the sinking *Titanic*, because we supposed it was thoroughly equipped. Such a thought never entered my head. Nothing of the sort was mentioned in the boat, having left the ship so early we were innocent of the poor equipment that we now know of. The sea had started to get fairly rough by the time we were taken on the *Carpathia*, and we were quite cold and glad for the shelter and protection.

I have every praise for the *Carpathia*’s captain and its crew, as well as the passengers aboard. They were kindness itself to each and every one of us, regardless of position we occupied on boat. One lady very kindly gave me her berth, and I was as comfortable as can be expected under the circumstances until we arrived in New York. The ship’s doctors were particularly nice to us. I knew many women who slept on the floor in the smoking room while Mr. Ismay occupied the best room on the *Carpathia*, being in the center of the boat, with every attention, and a sign on the door, “Please do not knock.” There were other men who were miraculously saved, and barely injured, sleeping on the engine-room floor, and such places as that, as the ship was very crowded. The discipline coming into New York was excellent. We were

carefully looked after in every way with the exception of a marconigram I sent from the *Carpathia* on Monday morning, April 15, to my friends. Knowing their anxiety, I borrowed money from a gentleman and took this marconigram myself and asked the operator to send it for me, and he promised he would. However, it was not received. Had it been sent, it would have spared my family, as well as Mr. Smith's, the terrible anxiety which they went through for four days. This is the only complaint I have to make against the *Carpathia*. They did tell me they were near enough to land to send it, but would send it through other steamers, as they were cabling the list of the rescued that way. He also said it was not necessary to pay him, because the White Star Line was responsible. I insisted, however, because I thought that probably the money might have some weight with them, as the whole thing seemed to have been a monied accident.

MRS. LUCIAN P. SMITH (ELOISE HUGHES SMITH).

Subscribed and sworn to before me this 20th day of May, 1912.

[SEAL.]

E. A. JORDAN,  
Notary Public, Cabell County, W. Va.

My commission expires October 26, 1916.

Thereupon the taking of testimony before Senator Smith was adjourned.



# **'TITANIC' DISASTER**

---

## **HEARING**

**BEFORE A**

## **SUBCOMMITTEE OF THE COMMITTEE ON COMMERCE UNITED STATES SENATE**

**SIXTY-SECOND CONGRESS**

**SECOND SESSION**

**PURSUANT TO**

**S. RES. 283**

**DIRECTING THE COMMITTEE ON COMMERCE TO INVESTIGATE THE CAUSES LEADING TO THE WRECK OF THE WHITE STAR LINER "TITANIC"**

---

**PART 15**

**DIGEST OF TESTIMONY**

---

**Printed for the use of the Committee on Commerce**

---

**WASHINGTON  
GOVERNMENT PRINTING OFFICE**

**1912**



**SUBCOMMITTEE OF THE COMMITTEE ON COMMERCE.**

**UNITED STATES SENATE.**

**WILLIAM ALDEN SMITH, Michigan, *Chairman.***

**GEORGE C. PERKINS, California.**

**F. M. SIMMONS, North Carolina.**

**JONATHAN BOURNE, Jr., Oregon.**

**FRANCIS G. NEWLANDS, Nevada.**

**THEODORE E. BURTON, Ohio.**

**DUNCAN U. FLETCHER, Florida.**

**W. M. MCKINSTY, *Clerk.***

# “TITANIC” DISASTER.

## DIGEST OF TESTIMONY.

<b>ALARM:</b>	<b>Page.</b>
“No alarm sounded,” Maj. Peuchen.....	343
“The alarm bell for accidents rang outside of our door,” Fireman Taylor..	550
“The bedroom steward’s duty to awaken passengers when an accident occurs,” Steward Wheelton.....	548
“A sort of a general order was passed around.” Steward Cunningham.....	792
“Tell all the other bedroom stewards to assemble their passengers on the boat deck,” order of purser to Steward Etches.....	815
“I heard the order given * * * to arouse the passengers,” Passenger Stengel .....	975
Whether passengers were notified or not, “I have no absolute knowledge,” Officer Lightoller.....	444
<b>C. Q. D. CALLS:</b>	
Cape Race hears Titanic’s C. Q. D. at 10.25 p. m., New York time.....	175, 1023
Mount Temple hears C. Q. D. at 10.25 p. m., New York time .....	775, 929
“Purely and simply an accident,” Mount Temple replies, but Titanic can not read.....	727, 738
“The Frankfurt was the first one to answer * * * , as far as I know, immediately,” Bride.....	147, 900, 1052
Frankfurt heard, 10.40, New York time.....	859
Calling Titanic to say Cape Cod was sending to him.....	34, 100, 103
Carpathia “providentially” got the Titanic’s C. Q. D.....	901
Carpathia was second to answer.....	1053
Carpathia answers 10.35, New York time.....	929
Olympic and Baltic respond.....	151, 158, 901
Caronia hears Titanic.....	1057
Mount Temple last hears 11.47.....	929
Baltic last hears, “Our engine room getting flooded,” about 11.45 p. m..	1063
Carpathia last hears engine room getting flooded.....	107
Virginia last hears signals blurred and ending abruptly 12.27.....	1024
Olympic last hears Titanic about 11.43-45, New York time.....	1135
<b>COLLISION, EFFECT OF:</b>	
“As though a heavy wave,” Passenger Peuchen.....	333
“Just a slight grinding noise,” Lookout Fleet.....	321
“A sound like the ship coming to anchor * * * just a little vibration,” Officer Pitman.....	275
“Slight impact,” Officer Boxhall.....	229
“Did not waken me,” Officer Lowe.....	386
“A slight shock, a slight trembling, and a grinding sound,” Officer Lightoller.....	445
“The grinding noise along the ship’s bottom,” Quartermaster Hichens....	450
“I felt a slight jar,” Quartermaster Rowe.....	519
“A long, grinding sound,” Quartermaster Olliver.....	527
“Awakened by a shock as if it was the dropping of a propeller,” Steward Wheelton.....	543
“A noise like a cable running out,” Seaman Moore.....	559
“I heard something just the same as a ship going through a lot of loose ice,” Seaman Jones.....	569
“Only a slight jar, a grinding noise,” Lookout Symons.....	573
“I heard this slight shock,” Steward Hardy.....	587
“A slight jar, a gradual jar; I did not think it was anything at all,” Steward Hardy.....	595

**COLLISION, EFFECT OF—Continued.**

Page

"The slight jar," Seaman Buley.....	603
"About 11.40 there was a kind of shaking of the ship and a little impact, from which I thought one of the propellers had been broken," Steward Crowe.....	614
"Did not throw me out of my bunk," Steward Andrews.....	623
"I was awakened by the crunching and jarring as if it was hitting up against something," Seaman Clench.....	634
"Something similar to when you let go the anchor, * * * Just a grating sensation, * * * More of a noise than a shock," Seaman Archer.....	644
"Like a heavy vibration, * * * Not a violent shock, * * * Not a bad jar," Seaman Brice.....	650
"A kind of a movement that went backward and forward. I thought something had gone wrong in engine room," Steward Ray.....	801
"They were all awakened by the impact," Steward Ray.....	802
"As I woke up I heard a slight crash," Passenger Stengel.....	971
"I felt a slight jar," Seaman Evans.....	706
"I heard this thump. It was not a loud thump; just a dull thump," Passenger Harder.....	1028
"It did not seem * * * any very great impact," Mrs. White.....	1005

**COLLISION, POINT OF:**

"On the starboard bow just before the foremast, about 20 feet from stem," Lookout Fleet.....	321
"Bluff of the bow," Officer Boxhall.....	228
"Just about in front of the foremast," Lookout Fleet.....	362
"I have been told * * * between the breakwater and the bridge," Ismay.....	11
"I think * * * a glancing blow between the end of the forecastle and the captain's bridge," Ismay.....	16

**DISCIPLINE:**

"The discipline could not have been better," Passenger Peuchen.....	354
"The discipline could not have been better," Officer Lowe.....	396
"Everything was quite quiet and calm and orderly," Officer Lowe.....	399
"Not the slightest panic aboard the ship at any time," Officer Lightoller..	447
"Not a bit of panic," Quartermaster Rowe.....	522
"There was no panic at all," Seaman Osman.....	540
"No disorder whatever," Steward Wheelton.....	547
"Excellent," Quartermaster Perkis.....	582
"No panic," Steward Hardy.....	591
"No confusion whatever," Seaman Clench.....	642
"I have seen more commotion at ordinary boat drill than on that occasion," Steward Etches.....	819
"They showed very good judgment * * *, they were very cool," Passenger Stengel.....	975
"Nothing but the most heroic conduct; perfectly orderly," Passenger Gracie.....	992
"Conduct of crew * * * absolutely beyond criticism * * *, perfect," Passenger Mrs. Bishop.....	1000
"I saw no want of discipline," Passenger Woolner.....	889
"They could not have stood quieter if they had been in church," Officer Lightoller.....	79
"The crowd surging around the boats was getting unruly," Passenger Miss Minahan.....	1109

**DISTINCTION BETWEEN PASSENGERS:**

"Women and children first * * * regardless of class or nationality or pedigree," Officer Lowe.....	400
"The natural order would be women and children first * * *. That was followed," Ismay.....	9
"I think the passengers in the third class had as much chance as the first and second class passengers," Passenger Buckley, third class.....	1021, 1022
"The steerage passengers, so far as I could see, were not prevented from getting up to the upper decks by anybody, or by closed doors, or by anything else," Passenger Pickard, third class.....	1054

**DISTRESS SIGNALS FIRED:**

"About a dozen rockets were fired," Officer Pitman.....	293
"Rockets fired from deck," Lookout Fleet.....	328
"They were sending up rockets," Passenger Peuchen.....	352

**DISTRESS SIGNALS FIRED—Continued.**

	<b>Page.</b>
"Sending off distress signals," Officer Boxhall.....	234
"Detonators were incessantly going off," Officer Lowe.....	401
"They told me to bring over detonators. * * * I assisted the officer to fire them * * * until about five and twenty minutes past 1," Quartermaster Rowe.....	519
"Rockets were fired," Steward Hardy.....	594
"They fired rockets," Seaman Buley.....	612
"Plenty of rockets," Steward Crawford.....	828
"Fired by Rowe and I, and Mr. Boxhall, the fourth officer," Quartermaster Bright.....	832
"Just white stars or balls," Boxhall.....	910, 914
"Trying to signal a steamer. I signaled to her. Some people say she replied to our rockets and our signals, but I did not see them," Officer Boxhall.....	235
See "Rockets seen."	

**DRILL:**

"There were inspections and drills the morning of sailing." "The crew were mustered, and when the names were called the boats were lowered in the presence of the board of trade surveyors," Officer Boxhall.....	212
"Two boats were lowered, I believe," Boxhall.....	213
"We joined the Titanic on Wednesday morning at 6 o'clock, and at 8 o'clock we had the first muster and an inspection by the officers and went to boat drill. There were two starboard boats," Seaman Evans...	674
"We had fire drill once," Officer Lowe.....	375
"We manned two boats. * * * We were lowered down in the boats with a boat's crew. The boats were manned and we rowed around a couple of turns and then came back and were hoisted up," Officer Lowe.	376
"The only boat drill, sir, was on the day of leaving." "The emergency boat crew were mustered at the boats every evening at 6 o'clock; mustered by a junior officer and then dismissed," Seaman Brice.....	650
"No boat drill during the voyage," Seaman Clench.....	641

**DRILL OR BOAT STATIONS:**

"I suppose we had been out a couple of days before notice had been put up," Seaman Clench.....	640
"Boat lists were put up about Friday," Seaman Brice.....	650
"Either Thursday or Friday boat-station bill was posted," Steward Crowe..	617

**LOOKOUT MEN:** Eyes tested..... 357, 367, 568

**LOOKOUT MEN, GLASSES FOR:**

"We asked for them, they said there was none for us." See also 364, Fleet.	323
"Same glasses for night as for day. Equally useful," Lookout Fleet.....	358
"You would use the glasses to make sure, before you reported," Fleet....	361
"Not much of a help to pick anything up, but to make it out afterwards;" "not of any use at all at night," Seaman Jones.....	568
"Have always had glasses in the White Star boats," Seaman Hogg.....	583
"I would never think of giving a man in the lookout a pair of glasses." See also 727, Capt. Lord.....	721
"Never use glasses in crow's nest," Capt. Moore.....	766

**ICE:**

"Icebergs reported from Touraine several days before," Boxhall.....	907, 930
"Later more positions came * * *, evidently those of the Amerika," Boxhall.....	908
"The captain gave me some positions of icebergs, which I put on the chart," Boxhall.....	223
Baltic sends Titanic an ice report and wishes for success, Balfour.....	1061
"Received radiogram from Capt. Smith Sunday afternoon and returned it to the captain Sunday evening 7.10," Ismay.....	963
"It," the message above, "was sent from the Baltic," Ismay.....	964
"I know ice had been reported," Ismay.....	6
5.35 p. m. New York time, Titanic acknowledged hearing Californian's ice report to Antillian. Operator states he delivered to bridge....	139, 142, 703, 899, 900, 1052
Ice message received in Hydrographic Office, Washington, from Amerika was transmitted through Titanic.....	50
"Received no further ice report," Bride.....	1052
Baltic hears ice reports to Titanic from Prinz Friedrich Wilhelm and Amerika.....	1061

<b>ICE—Continued.</b>	<b>Page.</b>
9.05 New York time. Californian signaled Titanic: "Stopped, and surrounded by ice." He replied, "I jammed him, * * * therefore my signals came in with a bang, and he could read me and he could not read Cape Race," Evans.....	735, 905
"Carpathia heard the Parisian and one of the other ships talking about ice," Cottam.....	497
"I knew that a communication about ice had come from some ship, getting information from the captain," Lightoller.....	63, 439
"Mr. Boxhall said ice was marked on the chart," Lightoller.....	437
"The chart showed icebergs away to the north of the track," Pitman.....	301
"The iceberg was to the northward of the southerly track, between the northern and southern track," Pitman.....	308
"I think it was to the northward of our track," Lowe.....	416
"We were keeping a special lookout for ice * * * from 10 o'clock on," Officer Pitman.....	271
Lookout men warned to keep a special lookout for ice....	361, 439, 450, 576, 583
Capt. Moore, of Mount Temple: "I have never in all my experience known the ice to be so far south".....	783
Capt. Rostron: "This is most exceptionable".....	26
Capt. Hains to Olympic, April 15: "Field ice extends from 41° 22'; heavy to the northwest of that".....	1128
<b>IMPROVEMENTS IN CONSTRUCTION:</b>	450
Mr. Ismay.....	959, 975
<b>ON DUTY AT TIME OF COLLISION:</b>	220
First Officer Murdoch lost.....	220, 450
Fourth Officer Boxhall, survived, and testified before committee....	209, 907, 930
Sixth Officer Moody lost.....	94, 220, 450
Quartermaster Hichens at the wheel, survived, and testified before the committee.....	449
Lookouts Fleet and Lee, both survived. Fleet testified before the committee.....	315-357
Quartermaster Rowe, on duty on the afterbridge, survived, and testified before the committee.....	519
Quartermaster Olliver, on duty as the stand-by quartermaster on the bridge, survived, and testified before the committee.....	526
<b>ROCKETS SEEN:</b>	
"I saw a white rocket." "In seven or eight minutes I saw distinctly a second rocket in the same place," Donkeyman Gill, of Californian.....	700
"The bridge or the lookouts * * * could not have helped but see them." "Reported that Apprentice Officer Gibson went to the captain twice and reported rockets," Gill.....	701
"The officer on watch saw some signals, but he said they were not distress signals," Capt. Lord, of Californian.....	728
The second officer said, "I think she has fired a rocket," Lord.....	729
Wireless Operator Evans awakened by chief officer: "There is a ship that has been firing rockets in the night; please see if there is anything the matter," Operator Evans, of Californian.....	736, 738, 747, 748
"Everybody on board has been speaking about it, seeing rockets, amongst themselves," Evans.....	742
"I think he (the apprentice) said that the skipper was being called; called three times as to a vessel sending up rockets," Evans.....	745
"The apprentice said he saw rockets," Evans.....	747
<b>SEARCHLIGHTS:</b>	
"Might have revealed ice," Officer Pitman.....	311
"I should require practical experience with it before I could offer any opinion," Officer Lightoller.....	423
"I think a searchlight would have assisted us under those peculiar conditions," Officer Lightoller.....	447
<b>SHIP LIGHT IN DISTANCE:</b>	
"We waited until we were certain it was a steamer, and then pulled toward her," Pitman.....	291, 292
"You could see she was a steamer," Seaman Buley.....	611
Positive, Seaman Buley.....	612
"Pulled for the light that was on the port bow," Fleet.....	326, 328
"He," Hichens, "imagined he saw a light," Peuchen.....	337
"Endeavoring to signal to a ship that was ahead," Boxhall.....	234, 235
"A bright light on the port bow," Fleet.....	358

**SHIP LIGHT IN DISTANCE—Continued.**

Page.

"Two points on the port bow during the time in which I was getting out the boats," Lightoller.....	449
"Ordered to pull toward that light, which we expected to be a codbanker," Hichens.....	451
"We steered for a light, in sight roughly 5 miles. * * * I think there was a ship there. I am sure of it," Rowe.....	520, 524
"I thought it was a sailing ship from the banks," Seaman Osman.....	538
"We pulled toward a light," Steward Wheelton.....	544
"A bright light on the starboard bow," Seaman Moore.....	564
"Capt. Smith ordered boats to pull for a light and discharge and return," Steward Crawford .....	827
"It looked to me like a sailing ship, like a fishing boat," Quartermaster Bright.....	836
"At first I saw two masthead lights of a steamer," etc., Boxhall....	909, 910, 934
"We saw a light, * * * which we thought was a ship," Ismay .....	12
"The light of some steamer," Gracie.....	990
Seen distinctly by Mrs. White.....	1007
"Capt. Smith was standing by my side, and we both came to the conclusion that she was close enough to be signaled by the Morse lamp, etc.," Boxhall.....	934

**SHIPS IN VICINITY:**

Californian? 19½ to 19¾ miles away with engines stopped.....	716, 717
Mount Temple about 49 miles away.....	759, 760
A schooner between Mount Temple and Titanic, perhaps 13 miles (p. 763) from Titanic's position.....	761
Carpathia 58 miles away.....	20
Birma 70 miles away .....	774
Frankfurt 39° 47 N. 52-10 W.....	772
Virginian 170 miles.....	175
Baltic at 1.15 New York time about 200 miles.....	175
Baltic 243 miles when Titanic's C. Q. D. heard.....	1056
Parisian.....	100, 101

**SHIP SINKING:**

"Went down almost perpendicular," Seaman Brice.....	653
"Turned right on end and went down perpendicularly," Pitman.....	280
"Her bow pointing down, * * * not as much as 45°," Peuchen .....	339
"Went down bow first, inclined at 75°," Lowe.....	410
"She went down head first, almost perpendicular," Steward Hardy.....	591
"Went down head foremost," Seaman Buley.....	
"Bow down," Seaman Clench.....	609
"The stern was well up in the air, * * * so much higher that you could see the keel," Seaman Clench.....	638
"Watching the ship forward, saw nothing to give impression of breaking," Archer .....	647
"Did not break in two," Pitman.....	280
"Intact at that time," Peuchen.....	339
"To my idea, she broke forward," Quartermaster Olliver.....	530
"Broke in halves," Seaman Osman.....	541
"It appeared to me as if she broke in half," Seaman Moore.....	563
"She snapped in two," Seaman Buley.....	609, 610
"Almost stood perpendicular and broke," Steward Crowe .....	620
"She parted," Seaman Evans.....	753
"She broke in two, afterpart righted itself again, and the forepart had disappeared," Quartermaster Bet.....	839
"Absolutely intact," Officer Lightoller.....	69
"I think it broke in two," Mrs. White.....	1008

**SHIP SINKING, EXPLOSIONS:**

"Four. Assumed it was bulkheads going," Pitman.....	280
Explosions occurred after submergence.....	281
"I heard the explosions, a sort of rumbling. Four".....	339, 411
"One explosion, rumbling, before she sank," Rowe.....	525
Two explosions.....	669
A couple explosions, 20 minutes apart.....	678

**SPEED:**

Mr. Ismay: "To the best of my knowledge and belief, the ship was not going at full speed" .....	955
---	-----



**SPEED—Continued.**

Page.

"Previous day's run 546 miles; on account of the elapsed time, made it almost 22 knots an hour," Stengel.....	971
"About 21½ knots—20½, 20½, 21, 21½," Officer Pitman .....	302
"I should say about 21½ knots, she was steaming between 6 and 10 Sunday night," Officer Lightoller.....	440
More boilers lighted Sunday than before, Leading Stoker Barrett.....	1141

**TESTS:**

Officer Lightoller's description.....	47, 48
Officer Boxhall's description.....	210
Officer Pitman.....	260
Officer Lowe.....	372, 373
Operator Bride.....	134, 135

**TIME:**

"Sinking 5.47," Greenwich meridian time, or 10.47 New York time.....	295
Collision 10.13, New York time.....	918

**WATER ADMITTED TO SHIP:**

## Forepeak tank—

"Tank full and storerooms dry," Lightoller.....	425
"Air escaping * * * from the forepeak tank, which was filling," Haines .....	656
"Air hissing from forepeak tank," Hemming.....	663, 664

## No. 1 hold—

"I saw the water flowing over the hatch No. 1 in firemen's quarters," Officer Pitman.....	276
Fireman Taylor to same effect.....	550, 555, 556
"I could see the tarpaulin of the hatch lifting up," Seaman Jones..	569-570
"Hear the water rushing in," Seaman Buley.....	607
Seaman Evans to same effect.....	675
Seaman Clench to same effect.....	634

## No. 2 hold—

"She is making water 1-2-3, and the racket court is getting filled up," Hemming.....	664
--	-----

## No. 3 hold—

"Beneath me was the mail hold, and the water seemed to be then within 2 feet of the deck we were standing on and bags of mail floating about," Officer Boxhall.....	232
"I saw them pull up bags of mail and the water was running out of the bottom of them," Steward Etches.....	813
"There was a stairway that led from the E deck to the post office, and the water was down there then. That was level with F deck," Steward Cunningham.....	791
"Trunk room filled with water; mail clerks wet to their knees," Passenger Chambers.....	1042

## Forward firerooms—

"The water came through the ship's side * * * about 2 feet above the floor plates all along No. 6 fireroom, and 2 feet into the coal bunker in No. 5 fireroom," Leading Stoker Barret.....	1141
--	------

## E deck—

"The forward part of E deck was under water," Steward Ray.....	803
--	-----

**WEATHER:**

"A very deceiving night; I only saw the ice a mile and a half off," Capt. Lord, of Californian.....	733
Mount Temple put engines full speed astern to avoid schooner.....	762
"Like an oily calm".....	256-257
"We remarked the distance we could see. We seemed to be able to see a long way," Mr. Lightoller and Mr. Murdock.....	68

**WOMEN NOT ON HAND FOR LOADING:**

"In the case of the last boat out, I had the utmost difficulty in finding women. * * * I called for women and could not get hold of any," Lightoller.....	81
"There were no passengers left on the deck," Ismay.....	11
"There were not many women there to respond, so took men," Lowe.....	402
"There did not seem to be any people there," Lowe.....	403
"There was a certain amount of reluctance on the part of the women to go in," Woolner.....	884
"It was rather difficult to get it filled," Woolner.....	875
"There were no more ladies to get in," Peuchen.....	335

**WOMEN NOT ON HAND FOR LOADING—Continued.**

Page.

"There seemed to be a shortage of women." "There were no women in the vicinity of the boat," Barber Weikman ..... 1099

**BOATS GENERAL:**

All boats lowered except one which floated off the ship..... 71

**BOATS IN DETAIL:****Collapsible—**

Canvas not raised up..... 1040

10 or 12..... 1040

1 woman, 2 Swedes, Fireman Thompson, boy with name like Volunteer, steerage passenger Abelseth..... 1039

Rescued by sailboat No. 14 ..... 411, 834, 1040

**Collapsible, starboard—**

Lowered about 1.25..... 519

Quartermaster Rowe in charge, ordered by Capt. Smith ..... 519

In boat, 39 all told (exclusive of 4 Filipinos, 3 firemen, 1 steward)..... 520-539

Mr. Ismay..... 247-520

Mr. Carter..... 520

3 or 4 Filipinos, women and children ..... 247-520

Ninth boat unloaded..... 520

One of the last boats that came ..... 247

**Collapsible, port—**

Last boat to leave ship..... 837

Mr. Lightoller loaded and stepped out, Steward Hardy taking his place..... 588, 835

25 in boat; took 10 from Officer Lowe's boat..... 589, 834

Quartermaster Bright, steward, 2 firemen, 4 men passengers, 17 women passengers..... 589

Bright, steward, fireman, 2 men passengers..... 836

"Picked up husband of a wife we had taken off in the boat"..... 590

25 in boat..... 833

1 seaman went with Officer Lowe. Received also 13 men and 1 woman from sinking collapsible..... 834

Taken in tow to Carpathia by Mr. Lowe..... 835, 892

"A lantern, but I could not light it"..... 840

Hugh Woolner and Steffanson jumped from A deck for empty space in bow as boat was lowered..... 888

About 36 in all—sailor, steward, one other man, Woolner, Steffanson, and man they pulled in from sea..... 888

A lantern, but no oil, Woolner..... 890

**Collapsible, port—**

"Washed off by a wave," Bride..... 161

"Never launched, thrown overboard," Gracie..... 994

"It floated off the ship," Lightoller..... 994

"Upturned, overturned, bottom side upward," Bride..... 995

"Between 30 and 40," Bride..... 162

"About 30," Lightoller..... 72, 73, 87

"About 30," Gracie..... 997

Gracie..... 73, 87, 963

Thayer..... 73, 87

Lightoller..... 71

Bride..... 161

Philips died..... 73

Remainder crew..... 164, 897

Rest firemen taken from water..... 73

Cook Collins..... 661

Swam..... 632

Probably then on 15, we lifted on 4 or 5..... 664

"Taken off by 2 of our lifeboats." No. 4 and No. 12 boat..... 639, 669, 996

"Refused to let only 1 aboard"..... 632

"There was others, but we would not let them on"..... 664, 665

**Starboard emergency No. 1—**

Loaded on A deck..... 683

Men and women..... 239

5 women; 20 to 22 men. (Undoubtedly wrong. See 574-684)..... 404

Quartermaster, 4 or 5 sailors..... 405

Lookout Symons in charge—2 seamen, 5 firemen, 14 to 20 passengers. 574, 716

**BOATS IN DETAIL—Continued.****Page.****Starboard emergency, No. 1—Continued.**

"10 in all—2 seamen, 3 stokers, Mr. Stengel, Mr. A. L. Solomon, Sir Duff Gordon and wife, Miss Francatelli," Mr. Stengel.....	972
Second boat to be picked up by Carpathia.....	973
"It was never taken aboard the Carpathia".....	977

**Port emergency No. 2—**

The sixteenth boat to lower.....	538
"Last boat but one on port side," Boxhall.....	240
Boxhall ordered in by captain.....	241
Sailorman (11, Osman 538).....	241
1 steward.....	238, 241
Between 25 and 30.....	255, 538
1 cook.....	238
1 male passenger (with his wife and 2 children).....	238, 542
Mrs. Douglas at tiller.....	244, 1101
Landed passengers at 4.10.....	244
Showed green lights.....	244
First boat picked up.....	244
"I think there were 18 or 20," Mrs. Douglas.....	1101

**No. 3 boat—**

"40 to 45, say 40; equal number of men and women, because there were no women to respond; somewhere about 25 men and 20 women," Lowe.....	402
"32 all told—2 seamen, 5 or 6 firemen; Seaman Moore in charge; a few men passengers".....	560
"Roughly, about 40".....	574
"When we went aboard the Carpathia".....	564

**No. 4 boat (last big boat port side)—**

Mrs. Thayer, Mrs. Widener, Mrs. Astor, Miss Eustis, Mrs. Ryerson, maid, 2 daughters, and son, 24 women; lowered about 20 feet to the sea; picked up 6 or 7.....	1107
Filled from A deck.....	83
About 4 sailors, no male passengers, women, about 26 or 27.....	334, 665
Last boat lowered, port side.....	240
Quartermaster Perkis took charge, and 2 sailors, Foley, Hemmings, and 39 passengers; about 40 women.....	581, 666, 794
Picked up 8—1 fireman, 1 steward, 6 passengers, of whom 2 died afterwards.....	582, 666, 795
Steward Cunningham, who swam three-fourths of a mile, and his mate, Seibert, who died.....	765, 794
About 40 ladies.....	795
Prentiss, storekeeper, picked up.....	796
Mrs. Astor in this boat, Gracie.....	991, 1020
"Mrs. Astor threw a shawl over me," 21-year-old Irish lad, Buckley..	1020
Took 4 or 5 passengers from swamped port collapsible, but Lightoller went to other boat.....	669
About 7.30 a. m. picked up by Carpathia.....	797
No lamp, but food and water.....	797
McCarthy, a sailor, picked up.....	666
Picked up 7 after picking up Hemming—Seaman Lyons, Fireman Dillon, the stewards, storekeepers.....	666

**No. 5 boat—**

Lowered second on starboard side.....	278-1030
Boat deck, loaded at.....	545, 783
Loaded by Officer Pitman, assisted by Mr. Ismay.....	277
All women in sight loaded and allowed a few men in.....	277
Pitman ordered in by Murdock.....	277
About 40 passengers.....	277, 279, 529
1 sailor, 2 firemen.....	279
Quartermaster Oliver.....	528, 817
2 stewards, Etches.....	817
5 crew, 5 or 6 male passengers, balance women and children.....	278
Third officer, 6 or 8 men.....	529
Officer Lowe assisted.....	388
About 50—10 men about; 5 sailors about. "A few men because we could not get more women".....	390
"Over 36 ladies".....	815

**BOATS IN DETAIL—Continued.****Page.****No. 5 boat—Continued.**

We had 42, 6 crew, 4 male passengers.....	818
"We transferred 2 male passengers, woman, and woman and child into No. 7," 1 stewardess.....	818
Officer, Mr. and Mrs. Chambers and daughter.....	1043
Mr. and Mrs. Harder.....	1030
42 people.....	1031
No light.....	1032
"When we come alongside Carpathia".....	297
"I saw no lamp".....	819

**No. 6 boat (port)—**

Quartermaster Hichens.....	345, 325
Seaman Fleet.....	325
Maj. Peuchen ordered in.....	325-336, 433
Two other men passengers, 1 first, 1 steerage.....	326
Women.....	326
About 30 in all.....	326, 363
No more ladies to get in.....	335
One quartermaster.....	45, 336
One sailor.....	336
One stowaway; an Italian, broken arm; 20 women.....	336, 337
Twenty-four in all.....	340
Two or three women pulled at oars.....	365
One fireman transferred to us from M. at A. boat. See No. 16 boat..	341, 365
"I borrowed 1 fireman".....	451
Hichens, Fleet, Passenger Peuchen, Italian, 38 women.....	451
Almost the last to reach Carpathia.....	349

**No. 7 boat (first starboard boat)—**

First starboard boat lowered.....	278, 288, 999
Loaded by Mr. Murdock on boat deck.....	288, 545, 816-999
Made fast to No. 5 after getting away.....	289
28 in all, possibly more than 28 (12 women, 3 crew, 1 Edmonds, 13 male passengers, 3 or 4 foreigners, and several unmarried men).....	999-1003
Mr. and Mrs. Bishop.....	1000
Mr. Greenfield and mother, Aviator Marshal.....	1002
Mr. and Mrs. Harden.....	1030
"Pretty full".....	545
Between 30 and 40, Pitman.....	289
2 men, 1 woman, 1 child transferred from boat 5 to balance load.....	289
Quartermaster in charge.....	298
Lookout Hogg in charge.....	578
"I saw a boat on starboard beam, 12.25," Rowe.....	519
"I must have had 42".....	578
4 ladies, 1 baby, and 1 man passenger transferred to No. 7.....	578
I saw 3 men forward.....	816
No compass, no light.....	1000
Goes into detail of unloading.....	579

**No. 8 boat—**

Two boats left on port side when 8 lowered.....	572
Seaman Jones, and 1 seaman, and 2 stewards (Crawford), and 35 ladies (Lady Rothe).....	114, 570, 799, 827
35-40 women passengers.....	799, 828
Mrs. Strauss stepped back from boat.....	827
Countess of Rothe at tiller all night.....	827, 1010
Mrs. Strauss refused to get in.....	112
Picked up without any change in occupants.....	114, 1009
22 women, 4 men, Mrs. White and maid, Miss Young, Miss Swift... 1007,	1009
Mrs. White had a cane with an electric light.....	1008
Mrs. Kenyon, Mrs. Dr. Leder, Mrs. Swift.....	1010
Landed alongside Carpathia.....	1009

**No. 9 boat—**

About fifth boat lowered, starboard side.....	658
Loaded by Officer Murdock on boat deck.....	545
From A deck.....	652
Steward Ward ordered in.....	597
Boatswain's Mate Haynes in charge.....	597, 657
About seven or eight men.....	597

**BOATS IN DETAIL—Continued.****Page.****No. 9 boat—Continued.**

A full boat.....	597
Sailors McGow and Peters, three or four stewards, three or four firemen.	657
Over 50; 2 or 3 men passengers.....	657
Supplied with a lamp.....	659
Pulled to Carpathia.....	659

**No. 10 boat—**

Last lifeboat to leave ship.....	604
Seaman Buley in charge; 60 to 70; Seaman Evans; 1 fireman, Rice.	604, 822
One steward, Burke, remainder women and children.....	676, 822
Two stowaway men.....	790-822
Received passengers from Lowe; Evans was transferred and went back with Lowe, confirming Lowe's account (see boat 14).....	605, 677, 824
Received 12 men and 3 or 4 children.....	824
No more women.....	822-825
Miss Andrews; Miss Longley.....	824
No lamp.....	812
Later made fast to Mr. Lightoller's boat.....	823
Passengers "were taken aboard Carpathia".....	609
A woman falling—Burke.....	823
Also Evans to same effect.....	741

**No. 11 boat—**

Loaded by First Officer Murdock.....	544
Eight or nine men in all, including 2 men passengers, Steward Wheelton (about 8 crew).....	547
About 58 all told.....	545
Loaded on A deck, not boat deck.....	651-545
One woman pulled into the boat.....	547
Two seamen (Brice and Humphreys) in charge; 1 fireman; 6 stewards; about 60 all told.....	651, 652
About 45 women and 4 or 5 children.....	654
No lantern; cut rope and made torches.....	652
No other boat came in view.....	653
We got alongside Carpathia.....	544
Carpathia officer said, "Come up".....	544

**No. 12 boat—**

Loaded by Lightoller; Seaman Clench says about 40 to 50; Seaman Clench ordered in by chief officer; seaman in charge.....	636
About 50—2 being seamen; 1 male passenger, a Frenchman, who jumped in.....	636
People transferred into No. 12 from Officer Lowe's boat.....	637
See boat No. 14.....	677
Rescued people from collapsible boat while Mr. Lowe was gone; Mr. Lightoller came aboard and took charge.....	639, 787

**No. 13 boat lowered before No. 15 (776):**

Loaded from A deck.....	806
Some men ordered in.....	804
About two-thirds women; one-third men.....	805
Lowered past pump discharge.....	804
Crowded condition.....	805
Elected a fireman in charge.....	805
Steward Ray; Steward Wright; Mr. Wash. Dodge; mostly second and third class women.....	805
Four or five firemen; one baker; three stewards; one Japanese.....	807
No more women or children to go.....	809
All the people in No. 13 reached the Carpathia alive and quite safely..	805
Barret in charge; leading stoker boat full.....	1141

**No. 14 boat—**

"Filled with women and children," Lowe; Lowe in charge lowering and after; 58 in all; all women and children except an Italian sneaked in dressed like a woman, and a passenger for rowing, Williams; Mrs. Compton.....	406
Miss Minahan.....	1109
Herded together, 14-10-12, and 1 collapsible; transferred 53 equally between other boats.....	407
Picked up 4 people, one of whom, Mr. Hoyt, died (616); 1 Japanese, 1 steward (718).....	408, 678

**BOATS IN DETAIL—Continued.**

**Page.**

**No. 14 boat—Continued.**

Took a collapsible in tow (in which was Mrs. Harris)..... 409

Saw another "collapsible in worse plight"; sailed to them, and took out "20 men and 1 lady," leaving "3 bodies." See 893..... 411

"Cut the ropes to get in the water," Steward Crowe; 1 officer; 5 men; 57 women and children. See Crowe's testimony 619-620, as to returning to ship..... 615

No lamp (1105); no bread; no water..... 680

Sailed to Carpathia..... 682

**No. 15 boat—**

Fireman Dimel in charge; 6 crew ordered into boat; boat was full, mostly women and children; filled from A deck; about 7.30 we boarded the Carpathia..... 551, 552

**No. 16 boat—**

Filled with women and children, Lowe; loaded by Moody..... 406

Master-at-arms in charge; 2 seamen, Archer and Andrews; 6 crew in all; about 50 passengers..... 624, 646

One of crew transferred to another boat. See No. 6 boat..... 625

One fireman transferred..... 648

Master-at-arms in charge..... 645

A request made to go back..... 647

We proceeded to Carpathia..... 624





AD 3.4

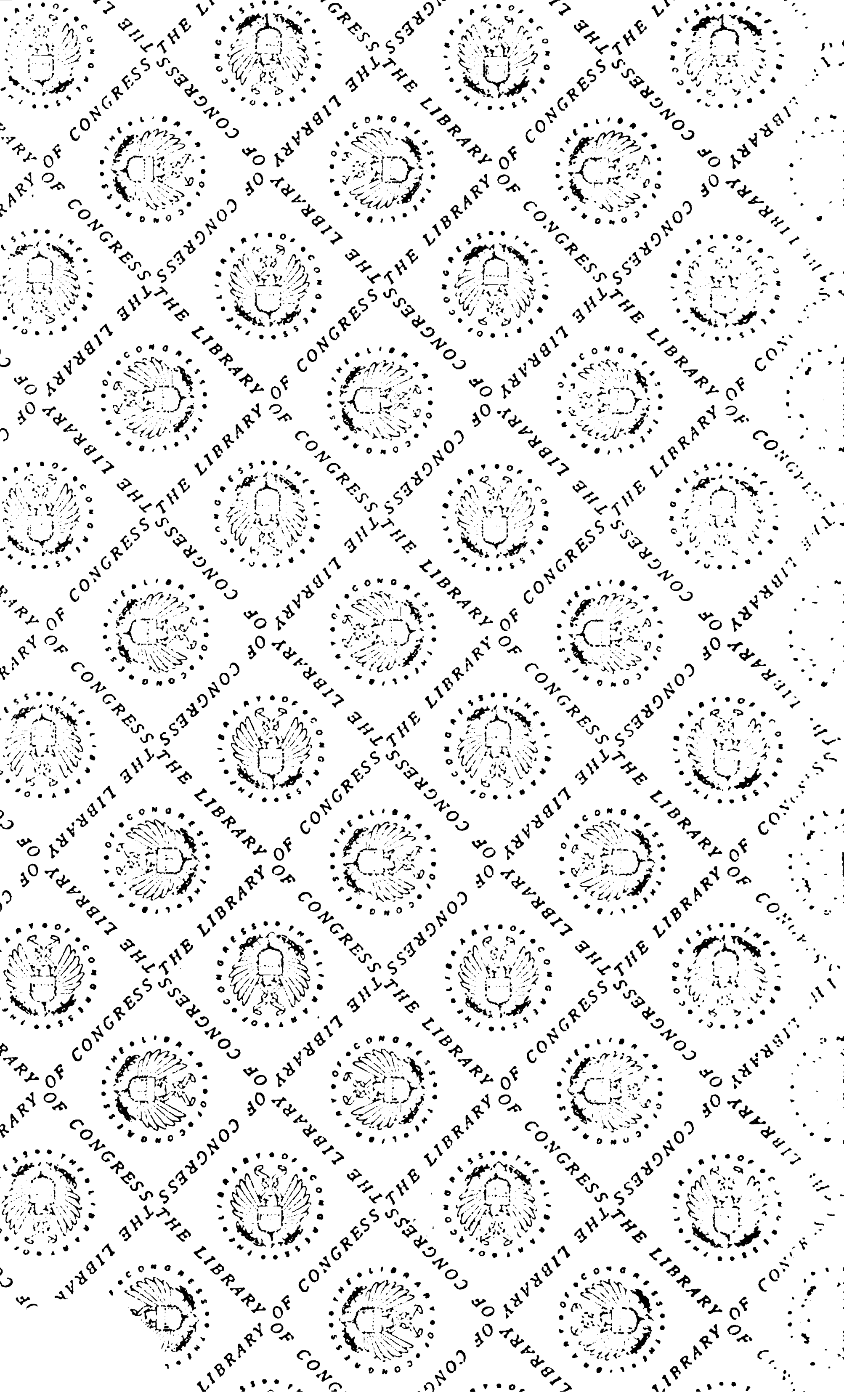
11

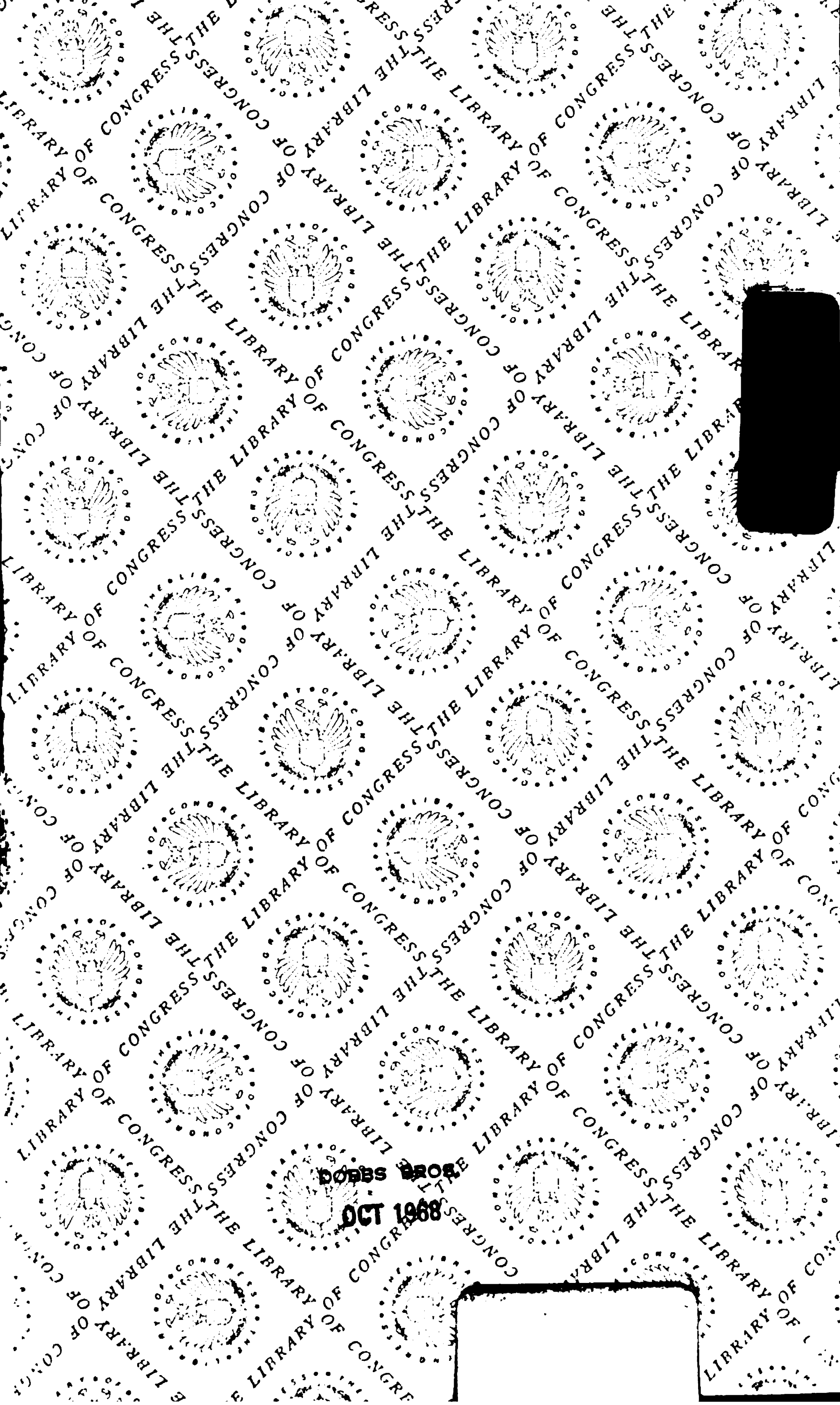
LB 0 12











DOBBS BROS

OCT 1968



